

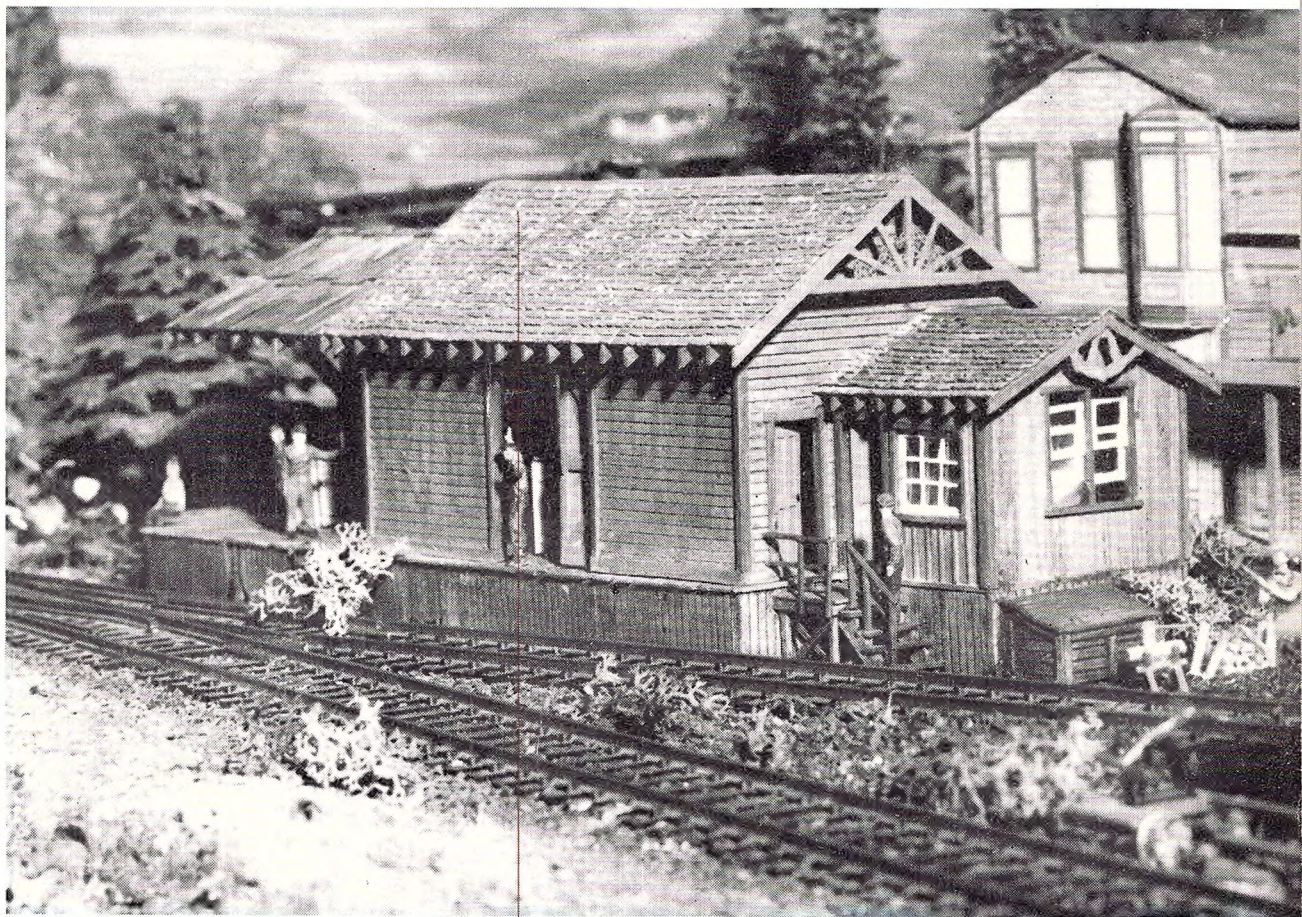
SPECIAL EXHIBITION GUIDE

THE MAGAZINE DESIGNED FOR ALL RAILROAD HOBBYISTS

THE AUSTRALASIAN MODEL RAILROAD MAGAZINE

August-September, 1963

Price 2/6



IN THIS ISSUE . . .

NEW USES FOR OLD RAILS
~~~~~  
**MAGNETIC MAGIC FOR HORNBY**  
~~~~~  
LET'S RIDE THE S.G.R.



Incorporating "THE BOOSTER"

Current News from . . .

THE MODEL DOCKYARD PTY. LTD.

AMERICAN MACHINE NUTS, BOLTS, TAPS & DIES

For many years those 'scratch' builders and others working to American plans have been frustrated by the lack of fine American Machine standard nuts, bolts, taps and dies. Now, however, the 'Dockyard' have introduced a full range in the hobby sizes of 2-56, 1-72, 0-80, and 00-90. A special Tap and Die Holder is available to take the range of taps and dies, whilst full hex. brass nuts are carried in each of the four sizes. Hex. brass bolts in each diameter are available in the following range of lengths: 1/8, 3/16, 1/4, 5/16, 3/8 and 1/2 inch. These items join a large established range in Model Engineers', Whitworth and B.A. sizes, as well as a comprehensive range of tools, number and fractional drills.

... Why not send for our new Model Engineers' Price List giving relevant details and prices, enclosing a 5d. stamp.

NEW OO/HO 'HARDWARE' LIST

Just off the press is a new OO/HO Price List covering all loco., rolling stock and 'way components' — over 1,000 items in regular stock! Comprising of 13 pages, this full listing is available, post free, at 1/6d.

LOCO. NUMBERING & LETTERING DECALS

Of special interest to those buyers of unpainted locomotives, 'Dockyard' are now printing handy number and lettering decal sets for U.P., C. & O. and Santa Fe locomotives. Since these decals have developed as a sideline to a large project covering model aircraft requirements, each of the three model railroad sets is now available from all good hobby shops at only 2/- per set!

NEW POINTS & CROSSINGS FOR THE 'SPECIAL WORK' GANG!

For those using the larger Tenshodo, Kumata and United locomotives requiring top quality turnouts of large radius, the full range of Shinohara Points and Crossings, in nickel silver, is now on hand: Left and right turnouts include Nos. 4, 6 and 8, whilst in No. 6 angle, Left and Right Crossovers, 3 Way Turnout and Scissors Crossover are available. Crossings being available in 30, 45, 60 and 90 degree angles.

NEW LOCOMOTIVES & ROLLING STOCK

From Tenshodo are the new J.N.R. DF-50 Diesel-electric Loco., with 3 trucks and rectifier reversing headlights, at £16/15/0. Also the beautifully detailed S.N.C.F. 141R 2-8-2 Loco. & Tender at £50, in addition to further stocks of 'Big Boy' and 'Allegheny' at £110 each, and Santa Fe 'Texas' at £89/10/0. 'King gauge men' interested in the 1/4" scale Erie Pacific reported previously will welcome the addition of the K.T.M. 'Big Boy' in 'O' gauge, offering truly magnificent detail and finish and a bargain at £160. . . .

From America (for a change!) Athearn have delivered a large consignment covering almost the entire range of rolling stock kits and certain motive power — a list being available for the price of a stamped, self addressed envelope. . . .

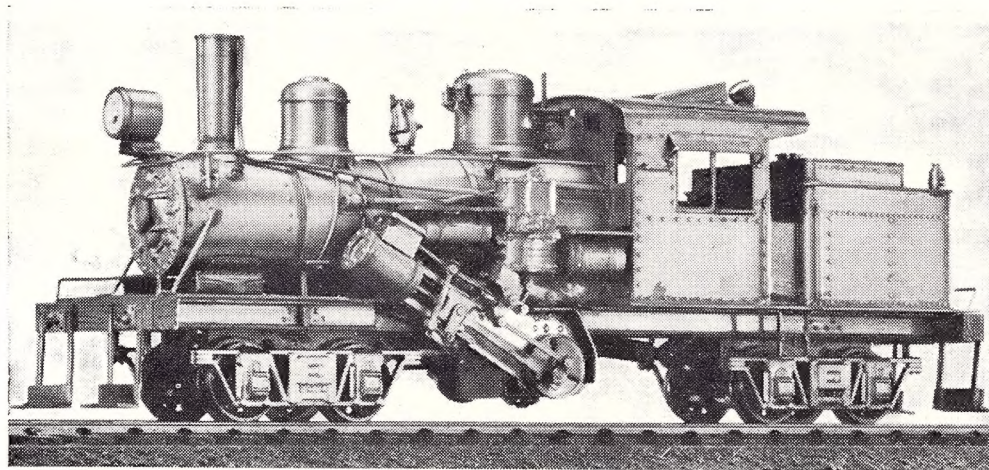
Roundhouse are also to the fore with the Ore Car in assorted heralds and the Covered Hopper in Boraxo, Haliburton and J. Frost heralds. . . .

Atlas have supplied a number of excellent structure kits: Phone Shanty, 6/11d.; Phone Poles, 6/11d. set; Lumber Yard, 23/6d.; Water Tank, 13/9d.; Interlocking Tower, 17/9d.; Station, 27/6d. and Deck, Truss and Plate Girder Bridges at 17/3d. each. . . .

For the growing number of 'narrow gaugers' Binkley have supplied an interesting range of rolling stock kits in HO_{N3}. . . . From Japan, further good value is to hand from Kumata in the new N.Y.C. 4-4-0 'Buchanan' Loco. & Tender at £17. Also, following close on the new and beautifully detailed Pacific Electric interurban car series, the Indiana Railroad R.P.O. Interurban Car, a heavy steel type, has docked at £13. . . .

Following a delay of some years, Tenshodo have delivered further stocks of the U.S.R.A. 0-8-0 Loco. & Tender, whilst by the time this appears in print, Tenshodo will have delivered the first stocks from a re-run of the popular S.F. Hudson. . . .

At the same time Kumata are delivering the new N. & W. 4-8-0 which should be very popular — from all our agents at £27. Before 'cutting power' for this trip, we thought you'd like to see this view of the much sought 'United' Climax Geared Locomotive. Very limited stocks of this model are expected about now, so if interested, contact us immediately or your nearest outlet: Hobbyco, of Sydney; Austral Modelcraft, of Brisbane and Bridgland's, of Adelaide.



For Australia's Largest Model Railway Range! . . .

The MODEL DOCKYARD Pty. Ltd.

IMPORTERS, AGENTS, WHOLESALERS & RETAILERS

216-218 SWANSTON STREET, MELBOURNE C.1.

32 3505

SYDNEY MODEL RAILROAD SUPPLIES

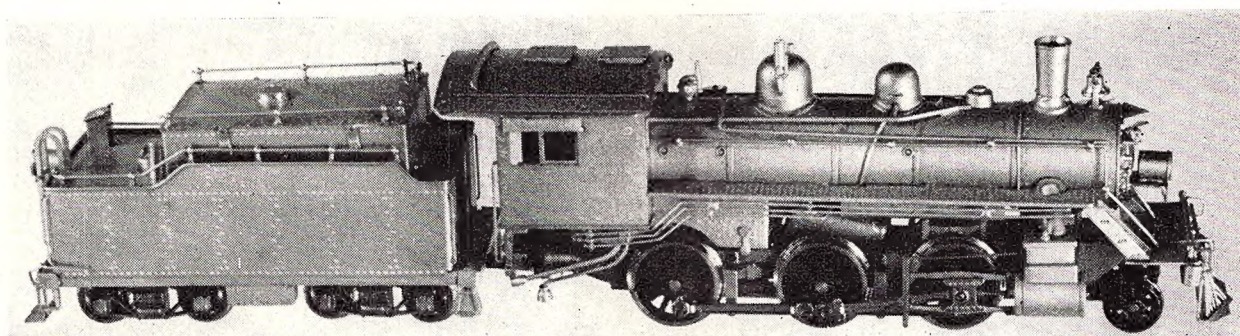
4 REES AVENUE, BELMORE, N.S.W.

'PHONE: 78 6645

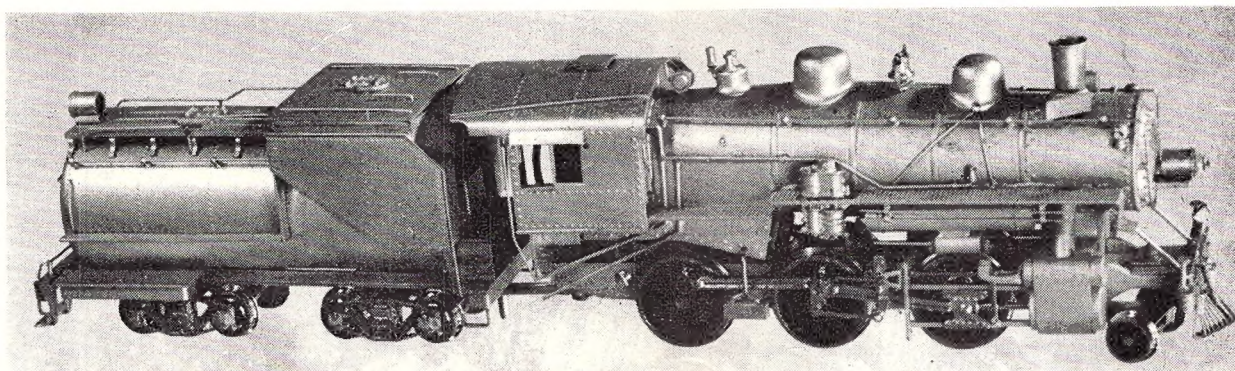
proudly present

TWO MORE

NEW MODELS TO THE FIELD OF ALL BRASS CONSTRUCTION
SUPER DETAIL, FINE WORKMANSHIP AND POWERFUL MOTORS



CANADIAN NATIONAL 2-6-0 MOGUL. PRICE £19/15/-, Unpainted, ready-to-run.



SOUTHERN PACIFIC 1700 Class 2-6-0 MOGUL. PRICE £18/15/-, unpainted, ready-to-run.

Importers of:

MAX GRAY, TENSODO, UNITED AND AKANE LOCOS, CHAMP DECALS. SHINOHARA, ATHEARN,
KADEE, TRU-SCALE, STEWART-LUNDAHL PAINTS. PLASTICVILLE, ROUNDHOUSE, Etc.

Trade Enquiries Welcome!

NOW AVAILABLE—	THE C.38 UNPAINTED		£26/15/0
	" " PAINTED BLACK		£28/0/0
	" " PAINTED GREEN		£28/15/0

SATISFACTION GUARANTEED

**Mail Orders Anywhere, Any Time, Express Delivery —
Lay-By or Cash**

See our stand at the Model Railway Exhibition, Sydney Town Hall, September 27-28.

THE NORTH SHORE HOBBY CENTRE

535 Pacific Highway, Mount Colah

$\frac{3}{4}$ mile past ASQUITH, adjacent to the MOUNT COLAH PHARMACY

JU 3537

Proprietor: STEWART WARD

Our range includes: FLEISCHMANN, HORNBY, MARKLIN, TRI-ANG, TYCO, ATHEARN, RIVAROSS, LILLIPUT, AIRFIX, FALLER — PECO RAILS, POINTS, FISHPLATES, CATALOGUES, LAY-OUT BOOKS, etc.

We have just received a huge range of KIBRI KITS... Almost the complete range in the Catalogue.

Our Special Trade-in Service could help you to get rid of your surplus stock of locomotives etc., no longer required by you. Here are some Trade-Ins:



- | | |
|---|---|
| ● TENSHODO GP9 N.Y.C. £9/10/0 | ● L.M.B. BIG BOY, UNPAINTED BRASS,
previous owner affirms it was never run £60 |
| ● TENSHODO O.6.OT £4/10/0 | ● FRENCH HORNBY (Bo-Bo) £7 |
| ● TENSHODO RAILS, 3 radii 5/- ea. | ● FLEISCHMANN MOGUL £6 |
| ● TENSHODO DOUBLE SCISSORS
CROSSOVER £3/0/0 | ● FLEISCHMANN SWITCHER £6/10/0 |
| ● TRI-ANG BRITANNIA WITH TENDER £4/0/0 | ● HORNBY "CITY" £5/10/0 |
| ● TRI-ANG MERCHANT NAVY CLASS
WITH TENDER £4/0/0 | ● HORNBY ELECTRIC POINTS £1/0/0 |
| ● TRI-ANG HAND OPERATED POINTS 10/- | ● HORNBY RAILS 18/- doz. |
| ● TRI-ANG DOUBLE LENGTH SUPER-4
RAILS 2/6 ea. | ... and MANY OTHERS |



Our Repair Service is one of the most comprehensive in Australia.

We convert to Fine Scale, convert from 3 to 2 rail, transform the pick-up to Marklin stud contact, wire up the dummy pantographs present on some models, make available chassis to you for scratch building, or build a loco body on to your chassis, gears cut etc.

Send your request to this centre, or direct to workshops at—

Mr. R. M. THOMAS, 61 Hewitt Ave., Wahroonga, N.S.W.

THE AUSTRALASIAN MODEL RAILROAD MAGAZINE

Vol. 1, No. 3 — AUG.-SEPT., 1963

Incorporating **THE BOOSTER**

THE OFFICIAL JOURNAL OF THE SOUTHERN CROSS REGION OF N.M.R.A.

AUSTRALIA'S LEADING MODEL RAILROAD MAGAZINE

CONTENTS

	Page
NEW USES FOR OLD RAILS, by Fred Gill	10
MAGNETIC HOBBY FOR HORNBY, by John Holland	13
GUIDE TO THE MODEL RAILWAY EXHIBITION	15-22
THE STORY OF CENTRAL QUEENSLAND RAILWAYS, by A. E. Hermann	24
LET'S RIDE THE S.G.R., by Ian Petherick	26
SCRATCH BUILDING FOR BEGINNERS, by John Wheeler	28

REGULAR FEATURES:

On the Cover	5
Shop Window	6
Mail Bag	7
Editorial	8
Shop Detective	8
The Scenic Route	14, 23
For the Prototype Fan	28
Club Car	32
Cartoon	32
The Market Place	34
Our Plan	inside back cover

REGIONAL OFFICERS—

President SCR: B. T. HAMMERSLEY, 56 Edgbaston Rd., Beverley Hills, N.S.W.

Secretary SCR: GARRY LUCAS, 96 Mona Vale Rd., Pymble, N.S.W.

Treasurer SCR and NMRA Representative in Aust. & N.Z.: RUSS A. SID-DALL, 35 Myrtle Rd., Hampton, Melb., Vic.

DIVISIONAL REPRESENTATIVES—

New Zealand: ROBERT J. MANN, 5 Owens Rd., Epsom, Auckland, SE3, New Zealand.

Central: J. B. TRELEASE, 7 Milton Ave., Fullerton Estate, S.A.

Eastern: JOHN F. PARKER, 40 Polding St., Drummoine, N.S.W.

Southern: IAN G. PETHERICK, 23 Beach Road, Hampton, Vic.

Sunshine State: ALLAN WARD, 15 Rosemary St., Inala, Q.

SUBSCRIPTION BY MAIL: 15/- Australia & N.Z., U.S.A. \$2, U.K. & Europe 15/- stg., per annum. Make Cheques etc. payable to S.C.R. Publications, Earlwood, N.S.W.

CONTRIBUTIONS: Articles, drawings, and photographs are welcome. Accepted material is subject to whatever changes are necessary by the Editor to meet the requirements of this publication. The contents of this magazine must not be reprinted without written permission of the publishers.

PRODUCED for S.C.R. Publications by PHOTO DIGEST PTY. LTD., 483 Riley St., Surry Hills, N.S.W. 'Phone: 69-6880.

PUBLISHED by S.C.R. PUBLICATIONS, 189 Homer St., Earlwood, Sydney, N.S.W.

EDITOR: J. T. St. LEGER MOSS.

OFFICE: 55-6886.

EDITORIAL COMMITTEE: BASIL T. HAMMERSLEY, FRANK A. MAXWELL, JOHN M. WHEELER, KENNETH SPILSTED; **Staff Photographer:** IVAN W. IVE.

Illustrators: N. COUGHLAN, J. F. PARKER, PETER CALVITTO.

SUBSCRIPTION MANAGER: TERENCE M. CARPENTER.

PRINTED by Publicity Press Limited, 29-31 Meagher St., Chippendale, N.S.W.

MEET YOUR DEALER



STEWART WARD

Three and a half years ago Stewart Ward opened the Mount Colah Pharmacy at Mount Colah, a Sydney suburb, and included a small stock of electric trains in one corner. The response from the customers was such that within a short time he had to lay in more and more stock to meet the demand. The business began to rival that of the pharmacy and this part of the business was soon called the North Shore Hobby Centre. By September 1961 the mail order side of the business was commenced and with the counter trade Stewart is now beginning to feel that he will have to get separate premises for the hobby section or else get out of the pharmacy!

Stewart is married with four children. He himself is a keen modeller and has a leaning to English prototypes. His two young sons are also keen on the hobby and help with his modelling.

On the Cover:

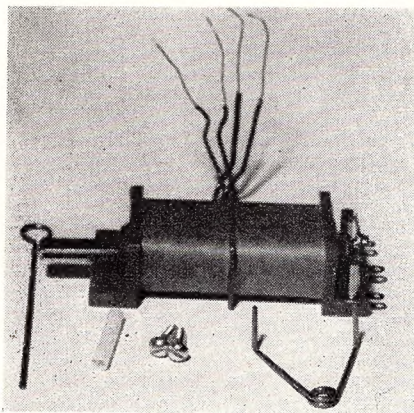
Readers who intend to visit the Model Railway Exhibition in the Sydney Town Hall on September 27th and 28th will have an opportunity of seeing this model on the NMRA stand. The HO freight station was built by John Wheeler to illustrate his third article on scratchbuilding structures. The buildings described in his two previous articles will also be on view. John will be pleased to discuss his technique with any enquirers at Stand 15.



Expressway Switch Motor

Supplied by J. Searle & Sons,
315 Pitt St., Sydney.
Price 14/6d.

This is a well built compact switch motor which, if carefully mounted, will give good service. Overall dimensions are: 2-1/16" long by 1" wide by 9/16" high.



According to the instruction sheet enclosed the operating voltage is 15-20 AC or DC, 2.3 to 3 amp. Tests reveal that 12 volts is sufficient for above table operation, but a minimum of 20 volts is necessary for under the table installation as the frictional losses are much greater with this installation. Your Reporter is using this type of machine on his layout and obtains very positive operation on 24 volts AC.

So far no harm has been done as contact is momentary and on test fifty operations barely warm the motor. One set of electrical contacts are fitted for power routing, or signal installation.

The motor is sealed in a plastic bag and comes complete with mounting screws, two operating linkages for above or below table installation and a plastic insulation tube to insulate operating linkage from turnout when using electrical contacts, as the centre contact is connected to moving arm of solenoid.

Instruction sheet covering installation and hook-up is easily followed. Make sure you clean enamel off the solenoid leads before installation.

HO Hopper Kit

Varney Scale Models Inc.
Supplied by J. Searle & Sons,
315 Pitt St., Sydney.
Price 19/11d.

This model hopper is typical of those seen on American railroads. The body comes in finely detailed plastic already painted with the road name, car number and loading details; it is fully detailed inside and out with rivets, angle iron ribs and ladders. The other parts of the kit comprise: bogies already assembled, cast metal weight, NMRA X2F type couplers and springs, draft gear covers and brake wheel.



We assembled this car in 8 minutes flat. The first operation was trimming the flash from and attaching the weight with two small self-tapping screws; the brake wheel was then affixed with a dab of cement and whilst this was hardening the draft gear covers were filed flat on their inside surfaces. Having put the couplers with their springs in place in the draft gear boxes the covers were put on and a dab of cement applied to the top of the projecting posts where they showed through the centre of the box covers. The latter could be removed later by levering upwards with a screw-driver should it be decided to change to another type of coupler.

At this point the metal weight could have been painted; this was not done on the review model. It was not noticeable when placed on the track. The last operation was to fix the bogies to the vehicle by means of two self-tapping screws. This took about 30 seconds.

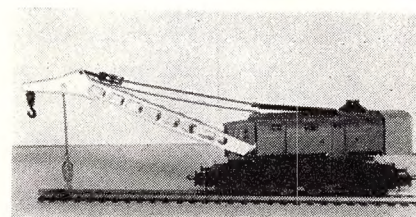
The finished vehicle required an 8% grade before it began to roll. Graphite from the point of a pencil in the journals improved this so that it started its coasting on a 4% grade.

To sum up: the kit could be improved by the inclusion of brake cylinder and air reservoir. Otherwise this is an excellent product selling at a reasonable price well within the means of the average modeller's pocket and an item we believe indispensable on all layouts.

HO Wrecking Crane

Australian Distributors:
Wilkinson, Beale & Tindley Pty. Ltd.,
204 Clarence Street, Sydney.
Suggested list price: 43/6d.

If you have not yet inspected the Lili-put range of railroad equipment I suggest you call on your local dealer and ask him to show you the quality of this product. Unfortunately, I have no prototype plan to compare with the crane, however, as you can see from the photograph, it has a rugged powerful appear-



ance and is all metal which gives the unit weight. The model comes ready to run and is well boxed.

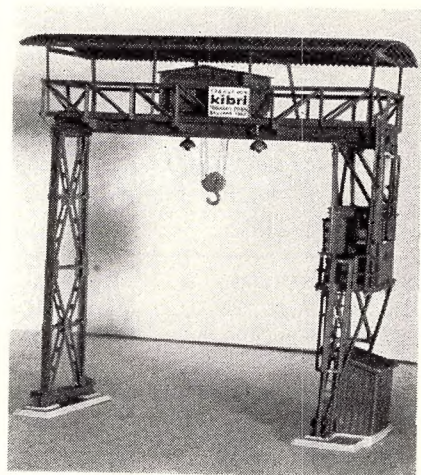
Unfortunately, like most Continental models, the wheel flanges are fairly deep and do not meet the N.M.R.A. Standards. It would be necessary to turn down the flanges for trouble-free running on Code 100 track laid to standards. For most modellers it would be simple to convert this crane to any prototype. The couplers provided are European loop type, similar to the Rivarossi coupler. Other types can easily be fitted. Generally, a nice piece of work, well detailed, runs well and worth adding to your layout at the price.

Overhead Loading Gantry Crane

Kibri, West Germany.

Supplied by the Agents:
Wilkinson, Beale & Tindley, Sydney.
Suggested list price: 28/3d.

Once again we give you one of the fine Kibri Kits. This crane is well up to the standard of the signal box reviewed last issue.



The superstructure consists of a series of slim well moulded sections which go together easily to form the main structure. The roof is pre-curved corrugated plastic. Fine thread for cable and double sheaf pulley and hook is provided. It would be an interesting challenge to power this beauty. Ladders, control cab, plus switch room at base are packed full of detail.

Overall dimensions are 37"2" long; 14"3 1/2" wide; 37"0" high.

The crane is made in HO (3.5mm. per foot) scale.

This handsome crane is a real beauty and would fit into all railroads of any prototype.

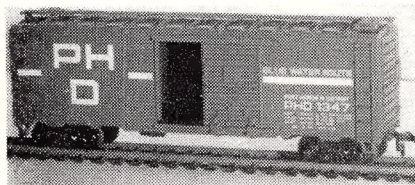
HO Box Car

Athearn, Los Angeles, California.

Supplied by:

Sydney Model Railroad Supplies,
4 Rees Avenue,
Belmore, N.S.W.

Price 33/-.



The sample kit supplied was one from a new series of kits recently released by Athearn in the United States. They are recognisable by the blue carton in which they are packed.

These kits are all equipped with the new RP25 Contour Bettendorf Trucks, similar to those reviewed last issue. The dimensions of the car are as follows: length of car 41'0"; width 10'11" overall; height 15'0". These dimensions are very close to prototype and the coupler height is to N.M.R.A. Standard. The car is weighted to approximately 3½ ozs. and runs well.

The sample rolled down a half per cent. grade, which is extremely good. The mounted plastic body is up to the usual Athearn standard with road name and other detail sharp and clear. There are twelve cars in the series. Couplers supplied are the X2F type. The kit went together with the minimum of labour — about five minutes all told. This included the filing of a small amount of spruce from the floor.

OO Railbus

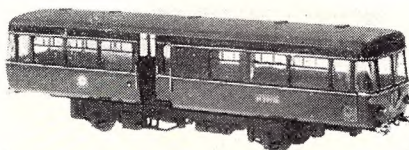
Australian Agents:

Harris & White Pty. Ltd., Sydney.

Price 7/9d.

The prototype of the railbus is actually an ordinary road bus chassis and body converted to railroad use by fixing the complete bus, less wheels and steering, to a rail wagon sub-frame. There are only two countries using such equipment — they are England and Germany.

The Airfix model has been scaled to OO (4mm. to the foot) and measures 41'6" long by 8'3" wide by 11'8½" high. The overall length over couplers is 43'4" and the wheelbase 19'8".



The plastic kit is boxed and consists of some sixty-seven individual components, all well moulded and the fit during assembly was good. The instruction sheet is clear and providing the step-by-step instructions are followed, the job should be completed in one hour.

The railbus is not powered, but to the average modeller this will present no problem to fit a motor and Hi-Fi drive.

The finished model looks very good and when powered will provide the public with an efficient passenger service which will help boost your railroad's revenue.

COLLECTOR'S ITEM!

You could be one of the 18 lucky persons to get a copy of Issue No. 1 if you write now to: Distribution Manager, S.C.R. Publications, 189 Homer St., Earlwood, N.S.W. Send 2/11 NOW.

Books for Model Railroaders

Famous Kalmbach Publications

BUILD YOUR OWN MODEL CARS AND LOCOMOTIVES
EASY-TO-BUILD MODEL RAILROAD STRUCTURES
HO RAILROAD THAT GROWS
SMALL RAILROADS YOU CAN BUILD

Price: 10/6d. each, post free.

HO PRIMER, by Linn H. Westcott
HOW TO WIRE YOUR MODEL RAILROAD, by Linn H. Westcott
101 TRACK PLANS, by Linn H. Westcott
PRACTICAL GUIDE TO MODEL RAILROADING
SCENERY FOR MODEL RAILROADS

Price: 21/- each, post free.

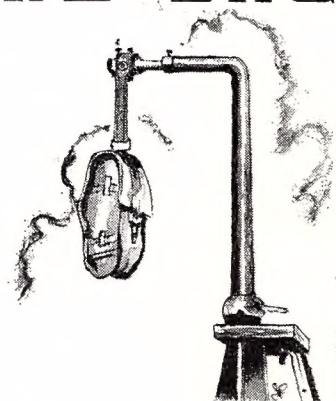
If you are not already on our mailing list, send 5d. stamp now for current list of books on railways, tramways, trolley buses, buses, model railways, etc., from Australia, United Kingdom and U.S.A.

TRACTION PUBLICATIONS

P.O. BOX 438, CANBERRA CITY, A.C.T.
(full name of post office must be used)

LOOK FOR OUR STAND AT THE MODEL RAILWAY EXHIBITION

MAIL BAG



BE BRIEF — ABOUT 100 WORDS

Sir,

I have read the magazine from cover to cover and I would like to congratulate all concerned for the excellence of the articles and the manner of presentation; it makes me feel as if railroad modelling has come of age in Australia.

With all best wishes for the future.

E. QUINN,
Sunshine, Vic.

Sir,

I am a member of N.M.R.A. and would like to congratulate you on the Journal. I have been taking Model Railroad but have always felt the need for a local magazine, particularly so, living in an isolated area such as this and having to do all my purchasing by mail.

This point could be mentioned to advertisers. In this State most of our buying is by mail interstate and until reading your magazine I only knew of two suppliers in Melbourne.

J. K. LADYMAN,
Port Lincoln, S.A.

Sir,

Keep up the good work. Being young and new to the hobby I find finances do not permit me to build my dream layout straight away but, this does not mean I will give the hobby up, so I am keeping an eye peeled to pick up hints to go towards my goal of a medium sized main line mineral HO layout with HOn3 mining branch. I, too, would appreciate an article on a break of gauge station and also any articles on HOn3.

Once again, keep up the good work.

PHILIP G. GRAHAM,
Burnie, Tas.

Members of the Southern Cross
Region of the N.M.R.A. receive
this magazine free.

JOIN NOW!

Your Mail Order Specialists

for quick mail parcels, well packed. Orders over £1 are Post Free. Many well-known brands in stock. Main stocks cater for man who buys-a-bit and makes-a-bit.

Full Price List (Post Paid), 1/6d.

PACEMAKER MODEL ENGINEERING
SUPPLIES

P.O. Box 9, Albury, N.S.W.

Editorial...

One of the pleasures of editing a magazine is the receipt of letters from the readers. Over the past month I have had communications asking me to put more prototype photos, less American ideas, more plans, more letters, more layout articles especially of proprietary models, a larger Shop Detective column, and more club news. Also, of course, are urgent notes from readers, usually members of NMRA, complaining that they have not received the last issue of the magazine. Investigations has usually revealed that their subscriptions are overdue or that they have moved and failed to tell us that their address has been altered. Why don't we tell readers that their subscription is about to expire? Well the reason is the cost. Postage today is just too expensive.

The Kingsway Model Railroad Club has recently raised the question of the adoption of a standard colour coding of the wiring of railway layouts. We feel that this is a system that could be well looked into by all associations. Modellers with advanced layouts would find it a huge job to change their present wiring but those just starting could easily adopt a simple universal system. Those interested could write to the Hon. Sec., K.M.R.C., 4 St. Catherine St., Mortdale, Sydney, N.S.W., for further details. Perhaps an article can be prepared for a future issue.

Again a reminder of the Exhibition this month in the Sydney Town Hall and to tell you that in Brisbane from November 18th to 23rd the Model Railway Week Committee will be again staging its Model Railway Exhibition in the Brisbane City Hall. More about the latter show in next issue.

SUPER DETAIL

YOUR HO EQUIPMENT

TITCHER'S

for

KEMTRON (U.S.)

CAL-SCALE (U.S.)

SENTINEL (Aust.)

WILLS (Brit.)

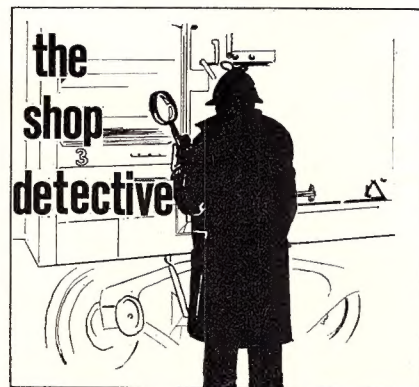
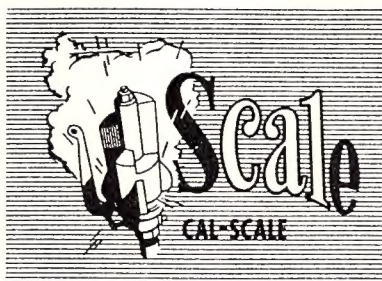
Fine castings and other scale detail accessories for your layout by Rollins House, M.E.W., Kadee, Central Valley N.E. Scale Lumber, Selleys, Suydam, Roundhouse, Atlas, Truscale, Dyna-models, Revell, Mertex, Kibri, Airfix.

TITCHER'S HOBBIES

309 LONSDALE ST., DANDENONG, VICTORIA

Phone: 79-20522

STOP PRESS: Latest range of ATLAS TRACKSIDE, MERTEN FIGURES & KIBRI ACCESSORIES now available



Are you a scratch builder, or do you want to add detail to your locomotives? Well, send twelve shillings to Titchers Hobbies, 309 Lonsdale Street, Dandenong, Victoria, for the latest Kemtron and Cal Scale catalogues.

On the same subject, Model Dockyard of 216 Swanston Street, Melbourne, have a comprehensive listing of their stocks of model railroad equipment. It runs into thirteen foolscap sheets, all for one shilling and sixpence. Drop them a line, it's worth it.

On the equipment side, Dockyard have a couple of 'O' Gauge beauties — a K4 Erie 4-6-2 at £104/15/0, or a Big Boy Articulated at £160. Both are unpainted brass imports from Japan; makes you feel like changing to 'O' gauge J. M. Downes of Box 107 P.O., Townsville Central, N.Q., dropped a note to me last week to let me know he has supplies of Cliff Line wheel sets of the new RP25 contour at 6/- for four pairs. I wrote to him nearly eighteen months ago enquiring about them — at the time he couldn't help — has a good follow-up system, don't you think? Was my face red the other week? I was in Melbourne and dropped in to see Peter Duckett at Dockyard and was greeted with a blast about the write up in Shop Window about Athearn Trucks. Peter points out that Central Valley Arch Bar trucks are only 14/3d. a pair and Bettendorf 15/6d. — not double the price of Athearn. Had to admit I wrote that piece. My apologies, Peter Have seen a selection of Atlas trackside buildings on sale in the Hobby Shops of Sydney. Well detailed, easily assembled plastic kits Mac Titcher had just landed a sample range of Rollins Miniatures — tool sets, saddles and bridles, store kit including scales, sacks, etc., all beautifully made, adds detail to your layout — reasonably priced from 11/6d. per set

Have received an invitation to call and see the Tri-ang range at the Moldex Headquarters in Melbourne so I should have things of interest to report next issue for all Tri-ang fans.

"REALISM IN MINIATURE"

FALLER

H0 Scale Model Railroad Accessories.

Complete your layout with a selection of H0 scale buildings and models from the world's largest and best assortment of model railroad accessories — the famous "Faller" line.

The world's finest range of super scale models of Continental and American locomotives, rolling stock, track and accessories.

MADE IN W. GERMANY

Fleischmann

HO

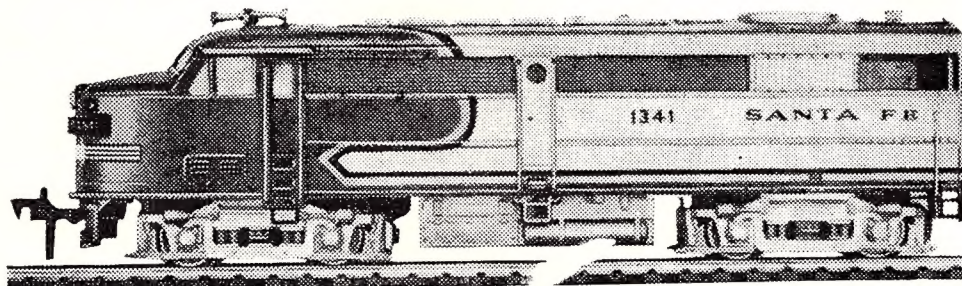
MODEL TRAINS



ANOTHER FALLER

Lineside Structure of detail par excellence—a must for all layouts.
Readi Built or in Kit form.

SANTA FE
Alco Diesel
Electric Loco

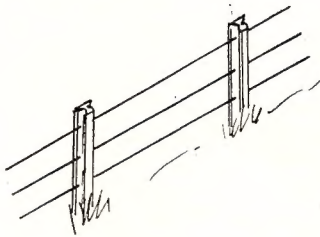


Precision engineered with superb power and excellent detail. Naturally it is Fleischmann.
Available all good Hobby Shops.

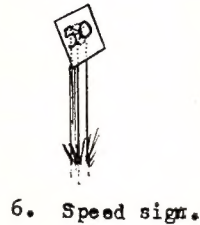
TRADE INQUIRIES — 374 Kent Street, Sydney

NEW USES FOR OLD RAILS

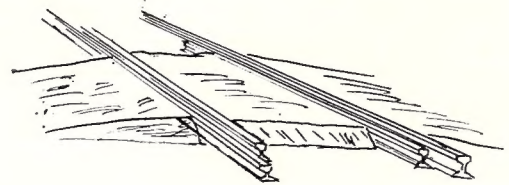
by FRED GILL



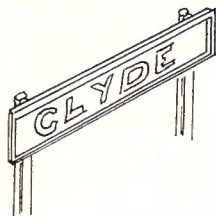
1. Straight fence post.



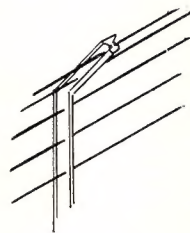
6. Speed sign.



11. Level crossings.



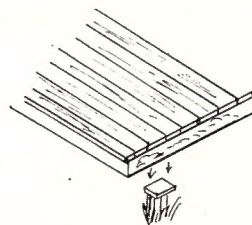
2. Station name boards.



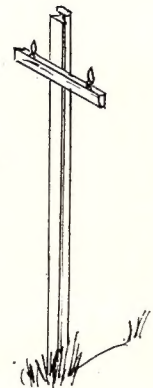
7. Security fence.



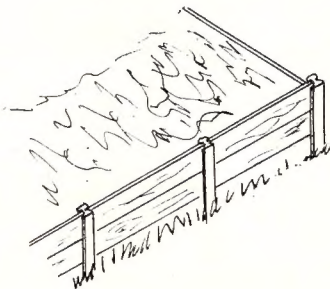
3. Lineside markers.



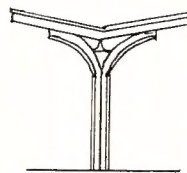
8. Platform supports.



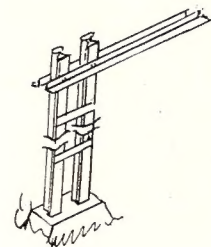
12. Telegraph posts.



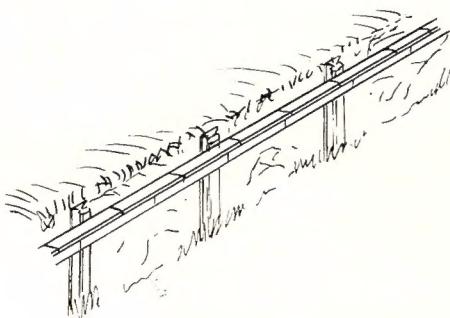
4. Freight platform.



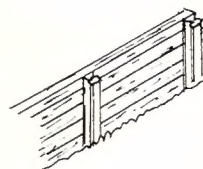
9. Island type platform roof.



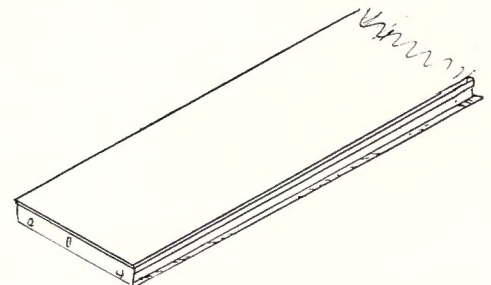
13. Catenary or signal supports.



5. Cable carriers.



10. Bins or retaining walls.



14. Underframes.

WHILE going through my scrap box, I discovered that like railways everywhere my model railway suffered from a surplus of old rails in all lengths. These rails provide an excellent source of material for various projects which should be considered before you sell them to the local scrap metal merchant.

The most obvious use is to cut them to a suitable length for loading gondolas and flat cars. A variation of this would be to mount suitable bolsters on a pair of flat cars and carry longer lengths as is done on the work train. You must consider the radius of the curves on your layout and take the overhang into account when rounding sharp curves.

What about using a few lengths as guard rails on the inside of a curve? This item is usually neglected by the model railroader, yet nothing adds more to the appearance of a well-laid curve. The guard rail should be laid just to clear the inside face of the wheel when the bogie is riding high to the outside of the curve.

Fencing is another lineside feature in which short lengths of rail may be used to advantage. Fig. 1 shows a straight post which may be bedded direct into the ground or set in a square concrete base. Holes are drilled through the web of the rail to carry the fencing wire through. Barbed wire is generally strung on the outside of the post and secured with short lengths of plain wire passed through the hole in the post and wrapped around.

Supports of the types shown in Figs. 2, 3 and 6 are commonplace. These are usually low, but higher ones with metal plates for signboards are used to indicate yard limits or speed signs.

Fig. 4 shows a freight platform using pre-cast concrete slabs fitted between the rails to hold in the earth and gravel fill. The surface of the platform is usually sealed with bitumen.

Fig. 5 shows a support, normally 3' high and set directly into the ground for carrying fibrous cement troughs that contain electric signal cables. Should you decide to run your "juice carriers" in this way, in HO gauge use $\frac{1}{8}$ " square balsa strips to represent the troughs.

Fig. 7 shows a way of making "security" type fence posts. This type of fence should, in addition to the main wires, be covered with some type of mesh on the lower vertical section only (not on the

overhang). Mesh suitable for HO scale is hard to find, but a section of nylon stocking, carefully fitted and possibly dyed to look rusty, has the desired wire mesh appearance. An alternate method of constructing the overhang is to weld a suitable length of 2" x $\frac{1}{4}$ " bar, bent to shape, to the top of a straight post.

Fig. 8 illustrates a method of supporting a branch line platform. The height of the platform is cut to suit your own needs on your layout.

Fig. 9 shows an island platform roof which may be made up in one or more units to suit the width required. There are no standard dimensions for this structure and measurements may be adjusted to suit your requirements. A variation of this type of roof may be used to form an awning against a station house by using one rail only and carrying the 6" x 3" timber member into the wall with a gutter on the outer edge. Make sure the gutter does not overflow, or you may have some very irate HO passengers to deal with.

Fig. 10 shows a method of constructing bins or retaining walls with old rails as supports. This method could also be used for freight platforms.

Level crossings are a source of worry to most model railroaders, but if two guard rails are laid just to clear the running rails as shown in Fig. 11, then there will be no

Trade Enquiries are Invited

for a wide range of Model Railway and Railroad products from England, the Continent, the U.S.A. and Australia, which includes many well-known brands: Peco, Rivarossi, Gem, Roundhouse, Sentinel, Selleys, S&B, Erg, Modelcraft, Nucro, Airfix, Kitmaster, Romford, Hamblings, Biltezi, SuperQuick, Tri-ang Spares, Mainline and etc. Books, magazines, fine screws, tools and adhesives are regularly in stock.

AUSTRALIAN MODEL CRAFT Co.

P.O. Box 118, Albury, N.S.W. — Australia

gaps for your motor vehicles to fall into when crossing the track.

Fig. 12. A length of rail with a wooden cross-arm glued to it will make good telegraph posts alongside your track. Dressmaker's pins cut short and pushed into the wooden cross-arm, painted white, will do as insulators.

Fig. 13 shows a catenary or signal support comprising two vertical rails set in concrete with 1" x 8" plates welded to the underside of the rail. The cross rails are made of channel stock, and where a single post is used on one side of the track only, they should be braced. Where towers are used on both sides of the track, bracings are sometimes omitted. It is better, however, to install the bracing and give a distinct camber to the cross member.

O gauge brass rail can be used as underframes or sides of HO gauge rolling stock as seen in Fig. 14. This also gives weight to your vehicles and a low centre of gravity.

BEXLEY NORTH HOBBY CENTRE

14 SARSFIELD CIRCUIT

FOR . . .

- TRI-ANG — HORNBY — TYCO
- FLEISCHMANN — ATHEARN
- PECO — SENTINEL — AIRFIX
- FALLER — KIBRI — SUPERQUICK
- TRI-ANG T.T.

Enquiries from other areas and After Hours to

W. A. GOLDING

16 BORONIA STREET, BELFIELD, N.S.W.

Telephone: 642-2414



HERE THEY ARE!

THE NEW LINE OF FREIGHT CAR KITS EQUIPPED WITH NEW "RP25" BETTER ROLLING BETTENDORF TRUCKS

SPEC. BOX CAR 40'	BESSEMER	1234	33/-
SPEC. BOX CAR 40'	ST. CLAIR BLUE WATER	1235	33/-
50' DOUBLE DOOR AUTO CAR	SOUTHERN	1318	33/-
50' FLAT CAR W/2 VANS	SO. PACIFIC: VANS, ACME	1408	40/-
50' FLAT CAR W/2 VANS	SANTA FE; VANS, NATIONAL	1409	40/-
THREE DOME TANK CAR	UNION STARCH	1505	36/-
CHEMICAL TANK CAR	CELANESE	1556	36/-
CHEMICAL TANK CAR	HOOKEE	1557	36/-
REFRIGERATOR CAR	HORMEL	1611	36/-
REFRIGERATOR CAR	NATIONAL DAIRY	1612	36/-
GONDOLA 50' FOOT	BURLINGTON	1648	30/-
HOPPER CAR	WESTERN MARYLAND	1757	30/-

YOUR RAILROAD NEEDS THESE NEW ITEMS JUST LANDED!

STANDARD PASSENGER CAR KITS or STREAMLINED PASSENGER CAR KITS

BAGGAGE MAIL, COACH, PULL-
MAN or OBSERVATION in SANTA
FE or B & O colours

all one price.

39/3 ea. painted
(35/6 unpainted)
(52/6 painted w/lights)

NEW SNOW PLOUGH — 4 road names £2/5/0 per kit

NEW WORKING LEVEL CROSSING £2/5/0 per kit

We have the full range of Athearn Rolling Stock
which is too large to list here. Write for the
NEW 1963 CATALOGUE

Buy From Your Nearest Dealer
or the

Official Australian Distributors For Athearn Products

SYDNEY MODEL RAILROAD SUPPLIES

4 REES AVENUE, BELMORE, N.S.W.

'PHONE: 78 6645

Da Costa Books, 168 Grenfell St., Ade-
laide, Sth. Aust.

Vincent's Railways, 93 Station Street,
Fairfield, Vic.

Webb's Sports Store, 188 Crown St.,
Wollongong, N.S.W.

The Toy Box, cnr. Falcon St. & Pacific
Hwy., Crows Nest, N.S.W.

Bankstown Hobby Hut, 352 Chapel Rd.,
Bankstown, N.S.W.

North Shore Hobby Centre, 535 Pacific
Highway, Mt. Colah, N.S.W.

George Berg's Hobby Shop, 111 Mac-
quarie St., Parramatta, N.S.W.

See our stand at the Model Railway Exhibition ————— Sydney Town Hall, Sept. 27-28

IN my search for a new coupler I looked for the following qualities:

1. To look like the prototype coupler as far as possible and to be in scale.
2. To be easy to mount on all my rolling stock and locomotives.
3. To be automatic in operation with remote uncoupling and with provision for automatic and manual uncoupling if possible.

Three types of couplers came under consideration: Old-type Hornby or Peco-Hornby; X2F (incorrectly called NMRA type); Kadee magnematics. The only one which had all the desired features was the Kadee. The only disadvantage was the higher cost when compared with the others. However, if one converts one's trucks over a period of time, the cost for the appearance and action of this type does not appear so high.

PARTS AND TOOLS REQUIRED FOR THE CONVERSION OF TWO HORNBY OR AIRFIX 4-WHEELED WAGONS:

1. One set of Kadee MKD 5 & 10 couplers.
2. Four $\frac{1}{8}$ " x 8BA cheese or round head brass or steel set screws.
3. One set of 8BA taps and a tap wrench or pin vise to suit.
4. One 6" bastard flat warding file or a similar small file.
5. A No. 50 drill for tapping size for 8BA taps.
6. Small screwdriver, small prick punch or centre punch.
7. A Kadee coupler height gauge. (Not absolutely essential.)

This seems a rather long list for just two wagons, but the only parts or tools you need replace are of course the sets of couplers for any number of wagons plus the set screws to hold them on. The method of fitting the couplers might sound complicated at first, but once the first coupler is fitted you will see that it isn't complicated at all.

1. In the case of Hornby rolling stock where the body is held on by a screw, such as the refrigerator van, brake van, etc., remove the body by undoing the screw. Where the truck is an open wagon, such as the 13-ton standard wagon, etc., it will be necessary to drill out the rivets which hold the body and couplers in place. When this has been done remove the body and original couplers by drilling or knocking out the coupler pin rivets. The last type of body can be cemented back on to the base when the conversion is completed.

2. With the bodies removed, one can now bend up the tabs on the ends of the wheel holders to remove the wheels and bearing plates as shown in figure 1.

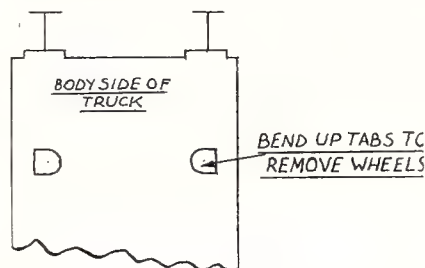


FIG 1

MAGNETIC MAGIC FOR HORNBY

by
JOHN HOLLAND

3. When this has been done one will be able to remove the metal required to fit the couplers more easily when using the file. It is possible to do the filing without this extra removal work but I would not advise it.

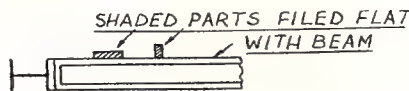


FIG 2

4. Figure 2 shows the bottom of a truck with the springs, axle box and brake rigging assemblies omitted for clarity. The parts projecting above the main beam, shown shaded, are the original coupler position and coupler stops. It is these parts which, protruding above the beam, have to be filed off and no more. When filing off these projections keep the file as flat as possible or the newly fitted couplers will not sit flat.

With the filing finished, the hard work in this conversion has been done. At this stage put together the couplers as directed on the instruction sheet. A word of advice — the knuckle springs are very fine and can easily be lost, so as soon as the couplers have been removed from the packet place a dab of glue, such as Plio-bond or Britfix or some similar glue, to each end of the spring to hold it in place. This will not affect the operation of the coupler but will save you some eyestrain should you lose one.

5. The coupler can be now fixed to the truck by marking the position of the screw hole with the centre or prick punch $7/32$ " in from the buffer beam and on the centre line of the truck as shown in fig. 3.

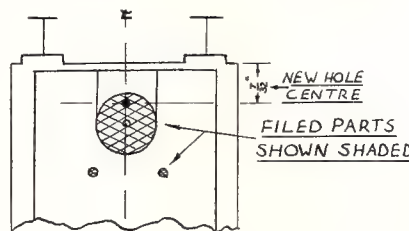


FIG 3

This will clear the original coupler pin hole. Drill the hole with a No. 50 drill using a drill press if possible; a hand held electric drill is good enough providing you don't press too hard. Tap out the hole to 8BA and fix the coupler to the truck with the set screw. Make sure the coupler is central and that the coupler arm will swing to and fro in its draft box; if it won't the set screw is probably too tight. When all is checked cut off the excess length of screw.

6. Complete the fitting of all the couplers, replace the wheels, etc., and test one wagon against a coupler height gauge where possible. If you only have access to a coupler gauge on one occasion then set one truck up to it with care. This wagon then becomes your

gauge. However, I would recommend the purchase of a gauge if you intend to convert quite a few pieces of rolling stock.

7. I measured a prototype truck-to-truck distance and found it to be 2'9". The wagons fitted with Kadee couplers, as outlined in this article, will couple up at a scale distance of 3' approximately (approx. 12 m.m. apart). A very light touch will make these couplers lock together and they will act even better if the knuckle faces are polished with fine emery cloth, as shown in figure 4.

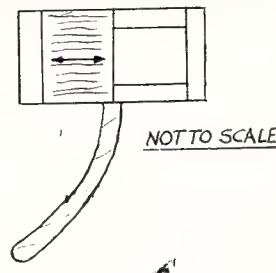


FIG 4

Always polish as shown in figure 4 across the coupler, not up and down. If you polish in an up and down motion the minute ridges so formed will catch and the coupler will not work quite so easily.

8. I have found it necessary to remove all buffers from my wagons as it is possible for the former to lock on sharp radius curves. Most prototype wagons in my local railway yard are now devoid of buffers anyway.

9. In the case of Airfix wagons the method of conversion is very similar, except that the complete coupler is cemented in place and not screwed. The coupler projection can be removed while the kit is still in pieces.

In conclusion, I hope this article will be of benefit to those readers who, like me, are looking for a coupler which can give them prototype operation and appearance and long trouble free operation.



Here is an opportunity for readers to submit photo stories of their layouts. Send glossy 5" x 4" prints to The Editor, S.C.R. Publications, 189 Homer St., Earlwood, N.S.W. Unused prints will be returned if accompanied by a stamped self-addressed envelope.

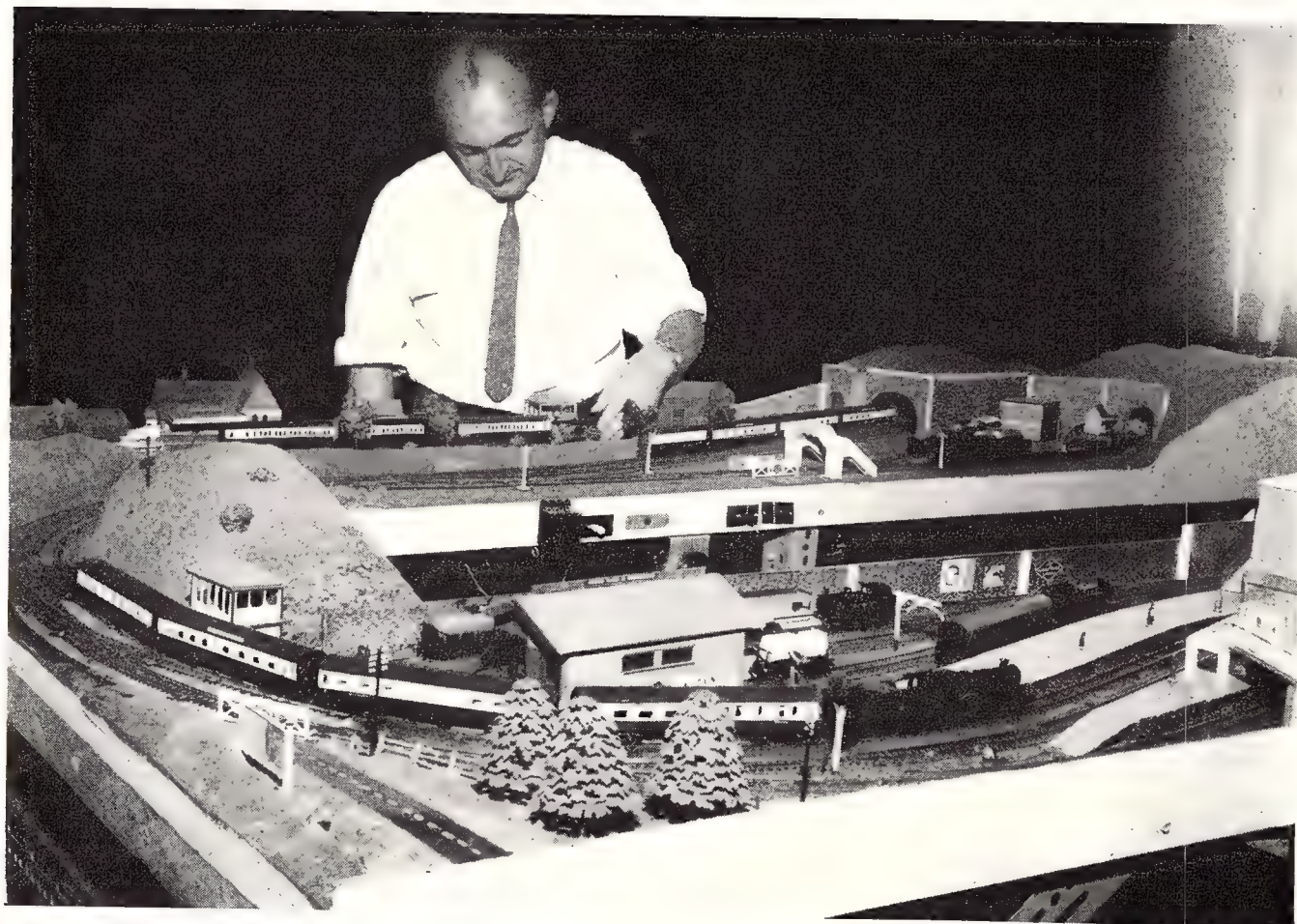


the scenic route



Bert and Michael Coppin of Punchbowl, N.S.W., have probably one of the most fully scenicked layouts that we have seen. This scene shows the painstaking care that has been taken to achieve realism. Readers will be well advised to note some of the hints Bert gives in his "Bert Coppin Says" series in this magazine.

The Finden Branch is a well-dedicated TT3 layout built by Dave Jenkins of Brisbane. The story of this layout appeared in the October 1962 issue of *Booster*.



OFFICIAL GUIDE TO The Model Railway Exhibition

presented by the New South Wales Branch of the
AUSTRALIAN MODEL RAILWAY ASSOCIATION

in the
Sydney Town Hall

Friday, 27th September, 1963 **10 a.m. to 10 p.m.**

Saturday, 28th September, 1963 **9 a.m. to 9 p.m.**

ADMISSION: ADULTS, 3/-

CHILDREN UNDER 14, 1/-

Proceeds to the Metropolitan Police-Citizens Boys' Clubs

Welcome to the Exhibition

The Australian Model Railway Association is presenting the second annual Model Railway Exhibition in the Sydney Lower Town Hall. Model railway clubs, hobby shops, trade distributors and private exhibitors have the Town Hall filled with models, equipment and displays covering every facet of the hobby. Railways and tramways, electric and live steam, from the smallest scale to the largest, are combined in the largest model railway exhibition yet seen in Sydney.

Model making is one of the world's greatest hobbies. The fascination of railways has caught one generation after another. Combine the two and you have an absorbing interest, a craft to be proud of. Look around and discover the many angles of approach. You will find models of all sizes, for the principal difference is that of scale. Indoors, smaller living quarters and lack of space for many modellers have encouraged the growth of the smaller scales. Outdoors, the strength, precision and solidity of live steam locomotives accurately modelled from their prototypes, will keep many skilful hands engaged for as long as there are railways.

Hobby shops at the Exhibition can give valuable advice on the selection of equipment. Visit a local club, see and discuss what other modellers are running. Widen your experience and buy wisely, for the choice is increasing daily.

Railway modelling was begun without hobby shops, when the modeller was a builder and not a buyer. By all means take full advantage from the wide range of proprietary models. Few modellers cannot remember their first happy days with a simple train set and a circle of track. But lasting satisfaction comes from creating, from the transformation of humble materials into a finished model you can call your own. "Scratch-building" is the pinnacle of the hobby. Many plans and helpful notes are printed in model railway magazines. Ask your hobby shop or newsagent.

Tell your friends about the Exhibition. Bring your family, and come again. Untold thousands, from every walk of life, from seven to seventy, make up the vast multitude of model railroaders. Now is the time to start — we would be happy to have you amongst us.

BOB GORRELL

Chairman, Australian Model Railway Association,
New South Wales Branch.

What does AMRA do?

AMRA was born in Melbourne about thirteen years ago, with an initial membership of seven men. The Association's Constitution and Articles of Association set out its purposes and objectives as follows:

To extend and improve conditions and facilities for model railroading in Australia.

To make standards a practical possibility by enlisting the co-operation of modellers, manufacturers, suppliers and publishers who may be interested in the furtherance of railway modelling in Australia.

To improve supplies and data by providing services to members from within the Association.

To organize the unity of present day railway modellers and to encourage the new generation of modellers to adopt standard dimensions.

To work in conjunction with similar organizations for the common good and benefit of model railroading.

The standards referred to show detailed dimensions for building track and rolling stock, and are based on those evolved by NMRA (incorporated in America) after allowing for Australian conditions.

Membership has now grown to 370, and branches are active in Queensland, New South Wales and Victoria.

How can you benefit by joining AMRA?

1. You will receive upon joining a complete set of the Association's model railway standards and rele-

vant data sheets, a membership card, and a copy of the Constitution and Articles of Association. Enamelled lapel badges are available at 4/- each.

2. Each quarter you will receive by post a copy of the *Journal*, with 40 pages of articles, hints and diagrams for Australian model railroaders.
3. Each month you receive by post the *Buyer's Guide*, showing detailed lists of model railway equipment selected from local hobby shops, including many "specials", and containing details of Branch meetings, model building competitions, and for sale and wanted advertisements inserted free by members.
4. Any problems you encounter may be sent to acknowledged experts in that field (wiring, scenery, track construction, etc.) who give free advice to keep you on the right track.
5. You are welcome to attend meetings, to join in Branch activities, and to take an active part in running the Association.
6. You may visit other members' layouts, discuss your ideas with them, and make many new friends.

Members of the New South Wales Branch have for many years met regularly in each other's homes. Attendance is now so large that alternative accommodation is being considered. A permanent location, if found, could lead to the construction of a club layout.

What does it cost you? Annual subscription is 25/- for seniors, and 15/- for juniors (under 17 years of age). Initial subscriptions received after 30th November reduce proportionately so that all renewals fall due each September. Application forms are available without obligation from the AMRA stand (near the entrance). Remember that AMRA is a non-profit association run by volunteers. Writing articles for *Journal*, collecting items for the *Buyer's Guide*, typing, printing, editing, collating, addressing envelopes, handling finance and correspondence, running exhibitions; all these activities are provided for you by your fellow members. Especially if you can help in any way whatsoever, you will be more than welcome.

THE EXHIBITION COMMITTEE

KEITH WALL, *Chairman*
BRIAN ROWLING
BRUCE LOVETT
NORM READ
HAROLD WARREN
IVO BUNKER
SID LOTHIAN
KEN SPILSTED
BOB GORRELL

Acknowledgements

AMRA gives grateful acknowledgement to the following, who have all helped to make this Exhibition possible:

The twenty-nine exhibitors.

The Police-Citizens Boys' Clubs, for pre-selling of tickets.

The Boys' Club Federation, for help in publicity and staffing.

The hobby shops, members of AMRA, press, radio and TV, and all those who have assisted in publicising the Exhibition.

The model-building competition entrants. The donors of trophies and prizes for the competitions.

The ladies who have provided refreshments.

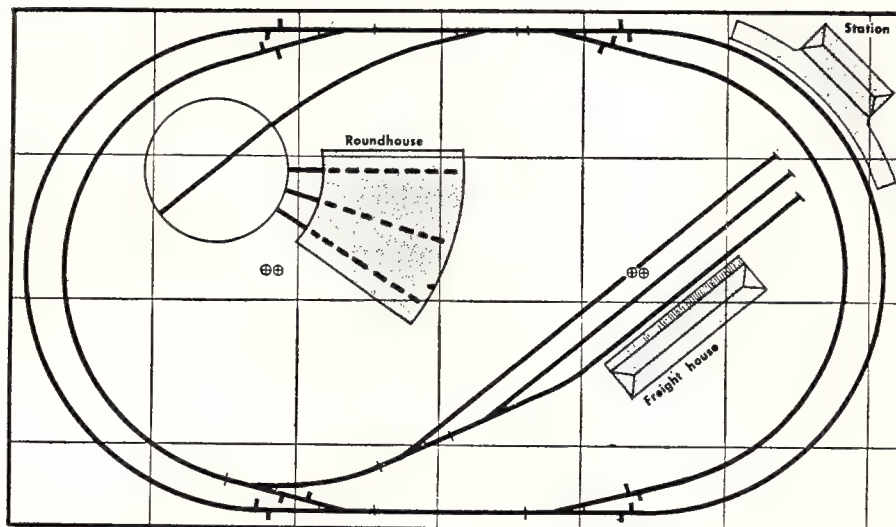
Mr. Clive McTaggart, of Brisbane, for much of the material used in this Guide.

The advertisers.

S.C.R. Publications for their willingness to include it as a supplement to *The Australasian Model Railroad Magazine*.

The Committeemen, members of AMRA and others who assisted in the hall during the Exhibition.

All those persons who contributed their time and services towards the planning and execution of the Display, so furthering the advancement of the hobby, and contributing financially to a cause of great worth to the youth of Sydney.



Dimensions

	TT	HO	S	O
Scale	1"	3/4"	1/2"	3/8"
Size of squares	9"	12"	18"	24"
Length over-all	4'-9"	6'-3"	9'-5"	12'-6"
Width over-all	2'-8"	3'-7"	5'-6"	7'-2"
Minimum radius	13 1/2"	18"	27"	36"
Outer curve radius	15 3/4"	20 1/2"	30 3/4"	41"

All turnouts are No. 4

You need sharp curves (18" in HO gauge) to fit an oval plan into a small space. This plan can accommodate two trains at the same time and it's fun trying to run them with a minimum of delay each time they meet in the passing sidings at the ends of the oval.

THE EXHIBITORS

Stand 1

AUSTRALIAN MODEL RAILWAY ASSOCIATION, New South Wales Branch

This Association (sole organizers of the Exhibition) has over 370 members, with nearly 100 in New South Wales. Members meet monthly, usually at their homes, and visitors are welcome. More information appears on page 16. Secretary of the Branch is Syd Lothian, 92 Parthenia Street, Dolan's Bay, and Chairman is Bob Gorrell, 165 Forest Road, Arncliffe.

Stand 2

BANKSTOWN STEAM LOCOMOTIVE SOCIETY

Operates mainly 5" gauge live steam models on a track laid at Bankstown Showground, and has been running for approximately twelve months. Secretary: D. R. Orr, 3 Stephenson Street, Birrong.

Stand 3

IVO BUNKER

Private layout in O Scale, exhibited by Ivo Bunker of Bulli.

Stand 4

WILFRED H. JONES & CO. (AUST.) PTY. LTD., 374 Kent Street, Sydney

Trade Distributors of Faller HO Scale Model Railroad Accessories, and Fleischmann HO Model Trains.

Stand 5

"MIXED GOODS" MAGAZINE

A well-established Australian model railway magazine, published every month. 10d. per copy, 10/- per year. Editor: E. W. O'Halloran, 4 High Street, Bankstown. Circulation and Subscriptions: A. T. Durham, 17 Clarence Road, Rockdale.

Stand 6

SYDNEY SOCIETY OF MODEL ENGINEERS LIMITED

Formed in 1906, the S.S.M.E. now has over 100 members, and its activities include all branches of model engineering. The Society's grounds at 190 Parramatta Road, Ashfield, are open to visitors each Saturday afternoon and many highly interesting models may be seen on display and in operation. Secretary: A. J. Harvey, 7 Beaumont Street, Campsie.

Stand 7

COLIN SHEPHERD, 14 Beauchamp Street, Marrickville

This operating display in O Scale features "The Fish" (in the days of Steam), the Silver City Comet and diesel railcars. Model building equipment on display will be of interest mainly to those building in O Scale. Enquiries to the above address.

THE POLICE-CITIZENS BOYS' CLUBS

O Scale Rolling Stock on show is a selection from the large permanent exhibition layout at the Burwood Police Boys' Club. Photographs on display show part of the installation.

Stand 8

EDEN DISTRIBUTORS PTY. LIMITED, 107 Liverpool Street, Sydney

Agents, General Importers and Wholesalers of Toys, Games, Hobbies, etc.

Stand 9

SYDNEY MODEL RAILROAD SUPPLIES, 4 Rees Ave., Belmore

Importers and retailers of Max Gray, Akane, Athearn, Kadec, Tru-Scale, etc. Trade enquiries welcome.

Stand 10

SOUTH WESTERN MODEL RAILWAY CLUB

This Club was formed several years ago, and members visit each other's homes once a month. The Club has limited its membership to 12 for convenience, but will welcome anyone who would like to form another unit in their district. Further information from the Secretary: J. L. Shambler, 29 Wales Street, Greenacre.

Stand 11

E. G. PAGE & CO. (SALES) PTY. LTD., 3 Arnold Place, Sydney

Manufacturers' Representatives. N.S.W. Agents for Meccano Ltd., Manufacturers of Meccano Outfits, Hornby Trains and Dinky Toys.

Stand 12

JOHN DUNN and GREG ELLIS

A private exhibit featuring an operating HO layout running Marklin and Tri-ang.

Stand 13

SYDNEY LIVE STEAM LOCOMOTIVE SOCIETY

This Society caters for those interested in building and running outdoors, passenger carrying locomotives powered by live steam. Field days are held on the second last Saturday in each month at the Society's grounds, Park Avenue, West Ryde. Secretary: C. S. Mackeller, 49 Blaxland Rd., Rhodes.

Stand 14

J. SEARLE & SONS, 315 Pitt St., Sydney

Established 1897. Marklin Model Electric Train Specialists, every other make in stock.

Stand 15

NATIONAL MODEL RAILROAD ASSOCIATION, Inc.

Formed in 1935 to standardize scales and gauges for model railroading, the N.M.R.A. was founded in America and now has over 13,000 world-wide members. Members in Australia and New Zealand may join the Southern Cross Region, formed in 1952. The S.C.R. published its own bi-monthly magazine, the "Booster", which has now been incorporated in "The Australasian Model Railroad Magazine". S.C.R. Publications publish the new magazine, and the Editor's address is 189 Homer Street, Earlwood, N.S.W.

Stand 16

THE NORTH SHORE HOBBY CENTRE, 535 Pacific Highway, Mount Colah.

Specialists in English and Continental Models.

Stand 17

NEWCASTLE SOCIETY OF RAILWAY MODELERS

Information may be obtained from the Secretary: Tom Holmes, 225 Park Avenue, Kotara 2N.

Stand 18

KINGSWAY MODEL RAILROAD CLUB

Inaugurated in 1962 with 32 members. Club layout. Meets at Hurstville every Friday night. Secretary: Peter Lucock, 4 St. Catherine Street, Mortdale.

Stand 19

THE AURORA MODEL RAILROAD CLUB

Meets every Friday night at Caringbah. Average attendance 33; universal club layout. Secretary: Colin Smith, Box 76 P.O., Caringbah.

Stand 20

N.S.W. RAILWAY PROMOTIONS

Information is available from P.O. Box 105, Caringbah.

Stand 21

TRACTION PUBLICATIONS, P.O. Box 438, Canberra (City), A.C.T.

Publishers and Importers of Books and Magazines on Rail Transport.

Stand 22

THE STEAM TRAM AND RAILWAY PRESERVATION SOCIETY

The aims of the Society shall be to collect and preserve for exhibition such items of steam tram and railway equipment data and references that are of special historical significance.

Assistant Secretary: Leon. B. Manny, 3 Ivy Street, Canterbury.

Stand 23

BERG'S HOBBIES, 111 Macquarie Street, Parramatta.

Full stockists of model railroad and aeroplane equipment.

Stand 24

BLACKTOWN MODEL RAILWAY CLUB

A newly formed Club with an Exhibition layout, meeting in the Blacktown district. For further information contact Wal Corben, 622-1169.

Stand 25

NEW SOUTH WALES RAIL TRANSPORT MUSEUM

Formed in 1962 and now with approximately 100 members, the Museum's main aim is the preservation of locomotives, rolling stock and other railway equipment of historic interest, from Government and private lines in New South Wales. Secretary: Graham B. Ahern, Box 113 P.O., George Street North, Sydney.

RAIL RECORDING & FILM SERVICES, P.O. Box 95, Rydalmere.

Railway and tramway records and films of local interest.

Stand 26

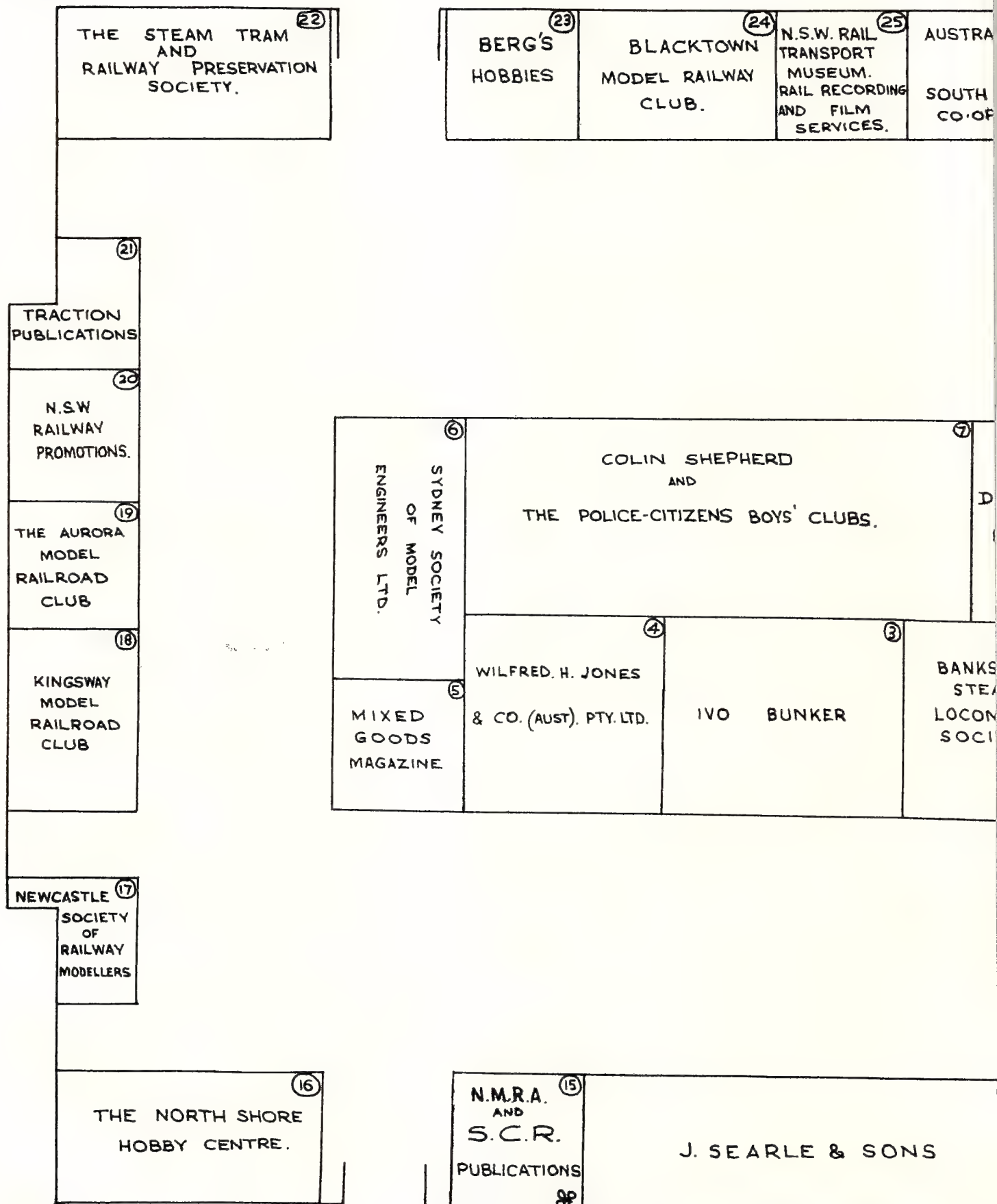
SOUTH PACIFIC ELECTRIC RAILWAY CO-OPERATIVE SOCIETY LTD.

This Society has acquired a considerable number of tramcars and associated equipment, and is laying track on which to run them. Operating site is at Loftus, The Royal National Park. Secretary: C. A. Woodside, Box 103 G.P.O., Sydney.

AUSTRALIAN ELECTRIC TRACTION ASSOCIATION

The Association advocates public transport by the use of modern electric railway vehicles, and its monthly magazine, **Electric Traction**, is available by subscription. Secretary: R. Merchant, Box 1017 G.P.O., Sydney.

EXHIBITION GUIDE



PLAN

of the Lower Hall

SYDNEY TOWN HALL

for

The Model Railway Exhibition 1963

BERG'S HOBBIES

PARRAMATTA
11 Macquarie Street,

Tram Enthusiasts please note:

We have a good range of Hamo trams and accessories.

See them running on STAND No. 23.

To celebrate the Exhibition we are giving a 20% discount to A.M.R.A. and N.M.R.A. Members.

THE NORTH SHORE HOBBY CENTRE

will have their display devoted almost entirely to European Railways.

Here will be seen a colourful display of Fleischmann Trains representing the major countries of Europe.

What a variety is afforded by European Railways! Powerful diesel hydraulics from Germany, sleek electric locomotives from Switzerland, Rail Cars, old & modern steam, all jostle for supremacy.

Fleischmann will be the major brand demonstrated. All metal castings, superb power, smooth running characterise this magnificent range.

The Kibri Kits for line side accessories bring out the beauty of the glorious Continental scene.

All Peco products will be conspicuously displayed. We believe the flexible rails of Peco to be the answer to many layout problems.

Other items include Liliput Trains & Kits, Marklin, Hornby, Tyco, Tri-ang.



ENTRANCE

ELECTRIC TRACTION ⁽²⁶⁾
ASSOCIATION
AND
AFRICAN ELECTRIC RAILWAY
SOCIETY LTD.

SYDNEY ⁽⁹⁾
MODEL RAILROAD
SUPPLIES.

SOUTH- ⁽¹⁰⁾
WESTERN
MODEL
RAILWAY
CLUB.

EN ⁽⁸⁾
IBUTORS
LTD.

AUSTRALIAN ⁽¹⁾
MODEL
RAILWAY
ASSOCIATION.

VN ⁽²⁾
VE

E.G. PAGE & CO. (SALES) PTY. LTD. ⁽¹¹⁾

SYDNEY LIVE STEAM ⁽¹³⁾
LOCOMOTIVE SOCIETY.

JOHN DUNN ⁽¹²⁾
AND
GREG ELLIS

Extending the track

It is not very long before the chap who buys a train set gets very sick of seeing it going round the oval that comes with the set. To develop it the first move is usually to purchase a pair of points. Usual recommendation is to add them to the oval as shown in Fig. 1. While this gives some variation it soon becomes apparent that this is not the answer.

A further development is shown in Fig. 2. This gives a loop where rolling-stock may be dropped. This will add to the interest but is only one spot.

For the same number of points and same area of oval Fig. 3 gives a better version. Here there are two spurs where the loco can pick up and drop wagons. This approaches more to real practice where a wagon is picked up from one industry and dropped at another. To add simple buildings to this layout, one could place a cattle yard on one spur and a factory on the other, giving a reason for the loco to pick up and drop wagons.

In Fig. 4 is another version of the loop. Compare this with the figure above. Note how much more track can be made available with this formation. It will take a much longer train and increase the track length, making possible the use of a second train.

WHY SPURS?

Interest increases with the addition of a second loco. As the rolling stock increases there must be more trackage. Plan to add items that will make the layout flexible and easy to be altered. The addition of spurs (that is dead end tracks) gives a place to leave or "spot" wagons. Why do we have spurs?

It could be that the truck runs past a quarry and they need to get the stone to a market. What does this mean. We need hopper cars or gondolas to carry the stone. We need a place to unload it. What a good excuse to put in another spur to a wharf or an overhead unloading spur to a wharf or an overhead unloading ramp. There are many Commercial kits on the market today that will help you with these buildings.

Maybe you would rather have it as a coal mine. The hopper could then run to the coaling stage at the loco sheds. There are kits in many brands available for this.

A very common use of a spur is for a factory. This can be anything you would like to call it. A factory with a spur could use wagons for many reasons. Flat cars bring in machinery, or timber to make things like cases, gondolas could bring nails and cans, cattle cars bring cattle. Box cars could take away canned meat, refrigerator cars smallgoods that need to be kept cool, gondolas again can take away waste and bones.

If the factory has a furnace it will need coal, bring it in a hopper. It may

What do the Clubs do?

The main reason a chap joins a Club is to learn more about the Hobby. Most Clubs have one or more layouts under construction. They also exhibit at various shows.

Most of the Clubs have "nights" which are set aside for some special purpose. Periodically there will be a film night. Other evenings are set aside for slide nights. Various members bring along their coloured slides they have taken, or have obtained from overseas and give the story behind the slide.

Talks are also a feature in many Clubs. An experienced man on a certain subject will give a lecture and invite questions.

The main object of the Club, however, is often the construction of a layout. Most Sydney Clubs are building layouts for the use of members.

When the layout is completed to the running stage there will be running nights. This will intrigue you as you get absorbed in the operation. Try it and see for yourself.

The model engineers are unable to run their live steamers on a table so have to go outside. It is a thrill of a Saturday track day to see the locos, steam up, waiting their turn for a run round the track. This is a true miniature railroad-ing.

The Clubs also have a social side. Often there are barbecues and picnics and many other outings arranged to keep the other side of the family interested in the hobby.

Check the Clubs exhibiting and contact the representative listed. I am sure you will find companionship and good times to our mutual advantage.

be a modern factory so they have an oil furnace, well why not a tank car to serve it?

While these are all very good reasons to run cars on a spur, remember we must have somewhere for them to come from and go to. As you enlarge the layout there will have to be facilities for loading the machinery and timber, the nails and cans, the cattle. When the box cars take the meat away they must take it somewhere, so must the refrigeration cars, and also how about getting ice into the refriger. car to keep it cool?

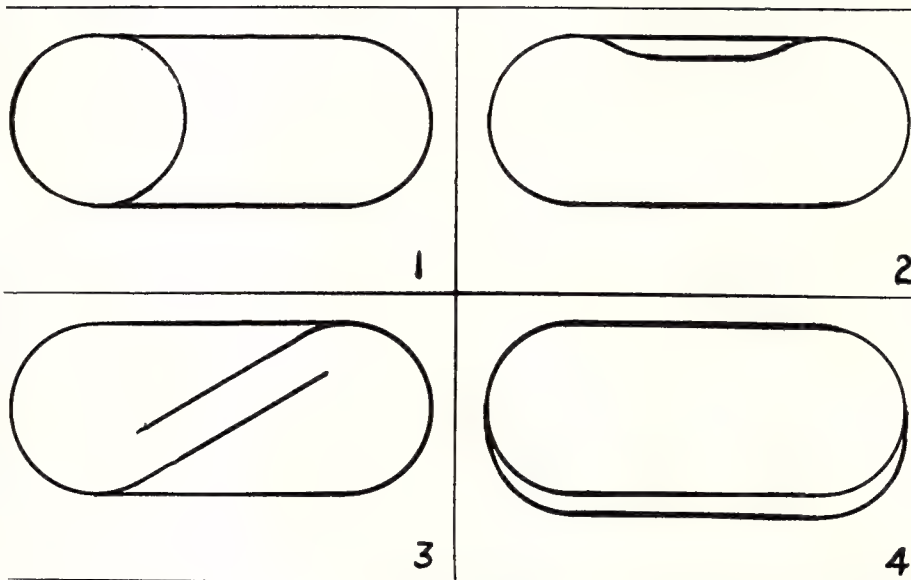
You will begin to see that there is a lot of fun to be had by adding bit by bit. When you have the idea of taking a wagon from one point to another you will want to expand further.

The layout on Page 16 will give you some ideas. There are two loops, each of which will hold a fair train of a loco

and six eight-wheel wagons. There is a freight house for spotting wagons for unloading and some more tracks to either store wagons or shunt them to the order you want. The addition of a spur in both the top and bottom left hand corners would give two factories to take more wagons.

The layout is on a 6'6" x 3'6" base-board and the squares are in feet for HO/OO trackwork. Should a larger board be available straight trackage can be added to enlarge the layout. This gives smoother operation.

There is room in the roundhouse for three locos and this layout could handle three trains. Further development of the loco roundhouse could give spurs for spotting hoppers carrying coal, gondolas to remove the ashes, and flat cars carrying spare parts for the locos. There are loads of ideas to develop this plan.



What do I use for a baseboard?

An important item to look to is the baseboard. If the base is not substantial the trackwork will be rough and the derailments many.

The ideal size is the one which suits YOU. It cannot be a hard and fast rule. As you can see from the layout on Page 16, a neat layout with interesting operation can be designed in this size.

A solid base is ideal in the smaller sizes. Plywood can be used but must be braced. By far the ideal is the CSR product, Pyneboard. Though the initial cost seems high, it is a proposition worth investigating. It does not need to be braced in the smaller sizes and cost comes out much the same as ply and the necessary bracing. The $\frac{1}{2}$ " thickness is ideal. It takes spikes readily and does not warp.

When the board has been selected and the design chosen it is necessary to mark out the design the track will follow. After this the track can be laid and the scenery done as you operate.

A good way to store it is to have it hinged to a wall and it can be lifted up and locked. The underside of the board can be painted or have some pictures or diagrams fixed to it and this will form part of the wall when not in use.

Diagrams used are from the booklet, "Introduction to Scale Model Railroad-ing," by Linn Westcott and published by Kalmbach Publishing Co. This Company has published many specialist books. They also publish the "Model Railroader" monthly. All these are available at your Hobby Shop.

OPEN BENCHWORK BASEBOARD

Shown on this page there is an illustration of yet another method of building a baseboard. This is, as can be seen, for a modeller who is advancing beyond the stage of a flat board.

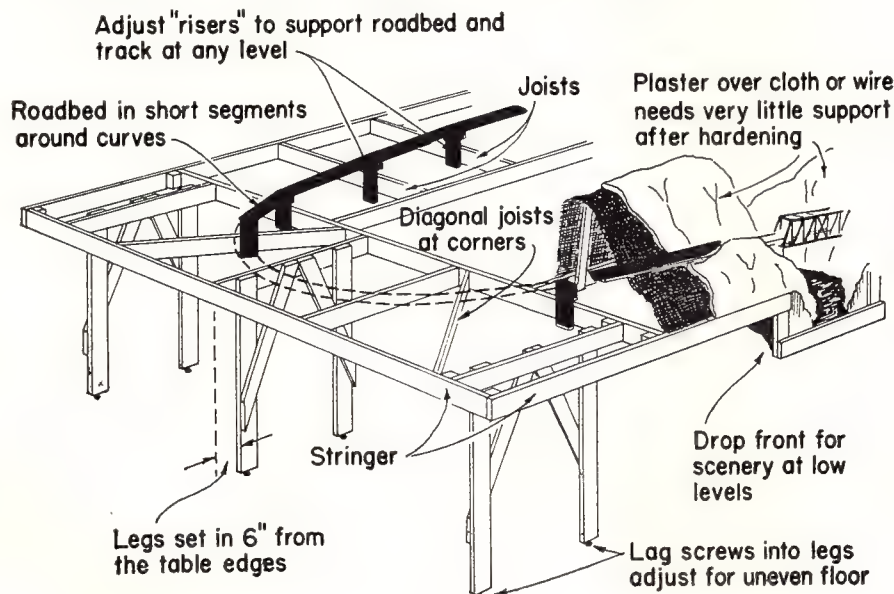
In this approach a permanent platform

has been decided on and the layout designed. The next step is to work out the various levels and pinpoint them. The legs are cut and an open work grid constructed as in the illustration. The next step is to cut risers and attach them along the route that has been mapped out. Adjust these to the required heights so as to make the grades necessary to rise and fall. Should a station layout or a yards need to be elevated, the flat base may be used in one piece with supports. This is quite a usual occurrence in this type of construction.

A word here about track. We have discussed mainly the "snap" type or sectional track that comes with most of the sets on the market today. One of the restrictions on the use of this type is the narrow radius in which most are available. These will not run some of the larger locos now available as they are too sharp.

When you come to larger layouts and there is a need for larger radius there are two choices. One is to lay your own, the other to use the flexible track system. There are supplies of parts on the market today for both types. The easier by far to lay for the average model railroader is the flexible system. The advantages of this system are so great that a great number of manufacturers are producing it. Any desired radius can be made by merely bending as required. The turnout (point) system is very large and covers right and left hand in a number of radii, 3 way, simple crossovers, scissors crossovers, double slips and a variety of angled crossings.

Where you have two tracks adjacent don't ballast all the way between, allow a strip to apply a sparse coating of green grass. This will further lift the appearance of the trackage.



EXHIBITION GUIDE

Ballast is applied with a casein type glue or the new style PVA cement as these will allow it to remain slightly flexible. Cork ballast is used so that in the event of any coming loose no severe damage will be done to delicate loco mechanisms.

Under no condition use sand or grit as if this should get into locos permanent damage would result.

Smooth trackwork is a must for the successful operation of a model layout. Extra time spent here will be richly rewarded.

BEHIND THE LOCO

It is important to decide what rolling-stock you are going to run. With a small layout it would be foolish to try and copy a section of a main line running express passenger trains. For the purpose of passengers in a layout such as that on page 16 a two coach local would be big enough. On the market is the model form of the Budd Rail Diesel Car, known as the RDC. This as a single unit self propelled car would be ideal for such a layout. In the line of freight stock there is a large range to choose from. Almost every Railroad has flat cars, gondolas or open wagons or box or closed vans. There are a wide variety of these on the market and you can choose the car most suited to your needs.

After the above three styles which are universal in their uses there comes the specialist cars.

Hopper cars are used to carry coal or stone. Covered varieties are used for the transport of wheat, flour, cement, salt and a lot of other commodities that would spoil if left in the open. In addition to this the sloping floors of the hopper permit the bulk unloading of the contents. A similar type is the ore car which is a short hopper. This is necessary because the ore is a lot denser and the same weight takes up a lot less space than coal.

Stock or cattle cars carry those animals. In Australia we have special vans for sheep, but in England and U.S.A., a second board deck is fitted to stock cars to carry sheep and pigs.

Tank cars are another special and carry liquid loads ranging from oil and petroleum products to treacle and wines in bulk.

The refrigerator car, of course, carries perishables and is insulated to prevent the temperature inside rising. Ice is stored in bunkers overhead to cool the consist. A little known use of refrig. cars is to keep certain cargoes hot. This is done by heating internally and sealing. The insulating qualities of the car keep the temperature up and the contents hot.

There are many special varieties of cars which are adaptations of these mentioned above. Piggyback Flats (to move semi-trailers); Racked end flats (short timber and sugar cane); Poultry Cars; Gas Cylinder Cars, Caboose (U.S.A.) or Brake Van (English) to finish the train. All these are available in model form.

EXHIBITION GUIDE

BUILDINGS

Why does your Railroad run? As suggested earlier in layout design it has to come from somewhere to somewhere.

On the market today there are an endless variety of buildings to be had both in kit or finished form. These vary in price from a few shillings to specialist buildings costing over £10.

There are a variety of factories to manufacture what you would, and the machine tools to go in them. These would make good loads too: cattle yards, shops, cinemas, schools, diners, hotels, banks, fire brigades, motels, town halls, farms, barns, TV stations and an almost endless variety of houses.

For direct use by the railroad there are service structures of many kinds, wayside houses, freight and passenger stations, signal towers, tanks, pump houses, sheds, roundhouses.

Should you like to build your own, there are books on how to build them, and monthly magazines usually have at least one article on how to build. Wood sections are available in the form of planks, weatherboards and capped siding for walls, and corrugated for roofing.

SCENERY

One of the easiest methods of representing terrain is to use a wire mesh of the fly screen variety. This is draped over a rough wooden framework of the shape required. Masonite cut to the necessary contours with a jigsaw in both directions and assembled egg crate fashion is another way. Fasten the gauze in a number of places and shape. The most satisfactory material to cover this with is Artex. This is a cement render paint which comes in powder form. It can be mixed with water in varying quantities to give mixtures from thin liquid to a consistency of putty.

For covering the wire a mix about the thickness of thick cream is the best. Paint on and shape. Allow 24 hours to dry. During this time rocks can be shaped with thicker mix and added and rock strata cut in.

When dry, colour with oil paints (artist's).

Vary the colours between rich earth browns and reds, dark shadows under rock outcrops and lighter shades above.

There are now many trees available on the market. These vary in their style and shape and colour. You can get

fruit trees, green trees, autumn trees, spring trees, firs, pines, alder and poplar as well as flowering trees in a mass of colours.

Should you wish to make your own trees Liken is available which, when cemented to natural twigs, will give any shape desired. It is also a good medium for making small shrubs without any trunks, and green low plants along banks.

Finally for the backdrop of the model if you have one, there are background sheets available in many scenes. These represent country, city, farm, mountain, factory and many other likely scenes including seascapes.

Scales In Use

Name	Scale to foot	Track Gauge
OOO	2 mm	9.5 mm
HOn3	3.5 mm	10.5 mm
TT25	1/10" or 2.5 mm	12 mm
TT3	3 mm	12 mm
HOn3½	3.5 mm	12 mm
HO	3.5 mm	16.5 mm
OO	4 mm	16.5 mm
Sn3½	3/16"	16.5 mm
EM	4 mm	18 mm
S	3/16"	7/8"
O	¼" or 7 mm	1½"

SCRATCH BUILDERS

We sell scratch in great variety

**Loco Drivers, Cylinders, Valve Gear,
Trucks (Lead & Trail), Motors, Selley's Parts**

"SENTINEL" PARTS FOR SUPER DETAILING — THEY'RE AUSTRALIAN MADE.

FOR BUILDINGS: OUR OWN 3", 4", 6", 12" PLANKING, WEATHERBOARD, CAPPED SIDING.

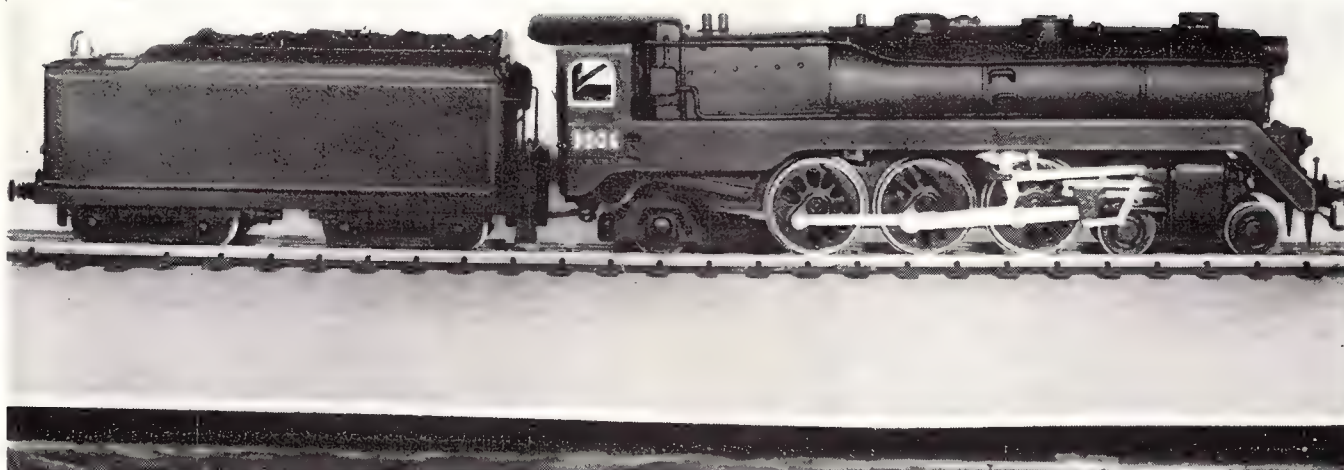
FOR SCENERY: VARIOUS GRASS & EARTH, FLOCKS.

FOR TRACK: CORK UNDERLAY & BALLAST.

AUSTRAL MODEL CRAFT

101 LAURA STREET, TARRAGINDI, S9,
QUEENSLAND — Phone 48-3377.

the scenic route



This scratch built C38 is the work of Jack Grierson of Sydney whose layout is described in this issue. The whole of the loco is scratch built including the drivers. The motor is the only commercial component.

A scene from the extensive layout built by the members of the South Australian Railway Modellers Association for their working HO exhibit at the 1963 Adelaide Exhibition. Street lights were in operation as were signals and crossing lights.



THE STORY OF CENTRAL QUEENSLAND RAILWAYS

Compiled by A. E. HERMANN

AS early as 1862-3 the proposal for a railway to serve the pastoral country inland from Rockhampton then opening up was first mooted. Brisbane wanted to serve the area by a line from Ipswich travelling in a north-westerly direction, but the Government of the day favoured the Rockhampton scheme and portion of a £2,000,000 loan was appropriated for the first section.

Accordingly on Wednesday, September 27, 1865, Governor Sir George Bowen, accompanied by Ministers, arrived by the Platypus to turn the first sod of what was known as the Great Northern Railway.

It was a gala day at Rockhampton. The ceremony took place where the Stanley Street Station is now situated and was followed by a luncheon provided by Mrs. Glasscock, of the Leichhardt Hotel. Rockhampton's population then numbered between 5000 and 6000 and it was felt that the start of a railway system would soon make this a large and important city.

It was expected at the time that the first section to Westwood would be opened in about 12 months' time, but it took more than two years before the first loading of importance was brought in by rail. It

comprised 24 bales of wool from Rannes station and it arrived on August 23, 1867. The delays were partly due to the Government not supplying materials and being slow with payments. The contractors claimed to have lost £10,000 on the job.

The line was opened without ceremony on September 17. On the same date a branch from Stanley Street to the wharves was also opened. The distance to Westwood was slightly over 30 miles. There was one train daily and the journey took about two hours.

The Parliament of 1872 voted £480,000 for the second section from Westwood to Comet. A new system of railway construction was adopted, the Government taking responsibility for building the line but let out contracts to various people. Mr. Robert Ballard was made engineer in chief and all work was carried out under his supervision.

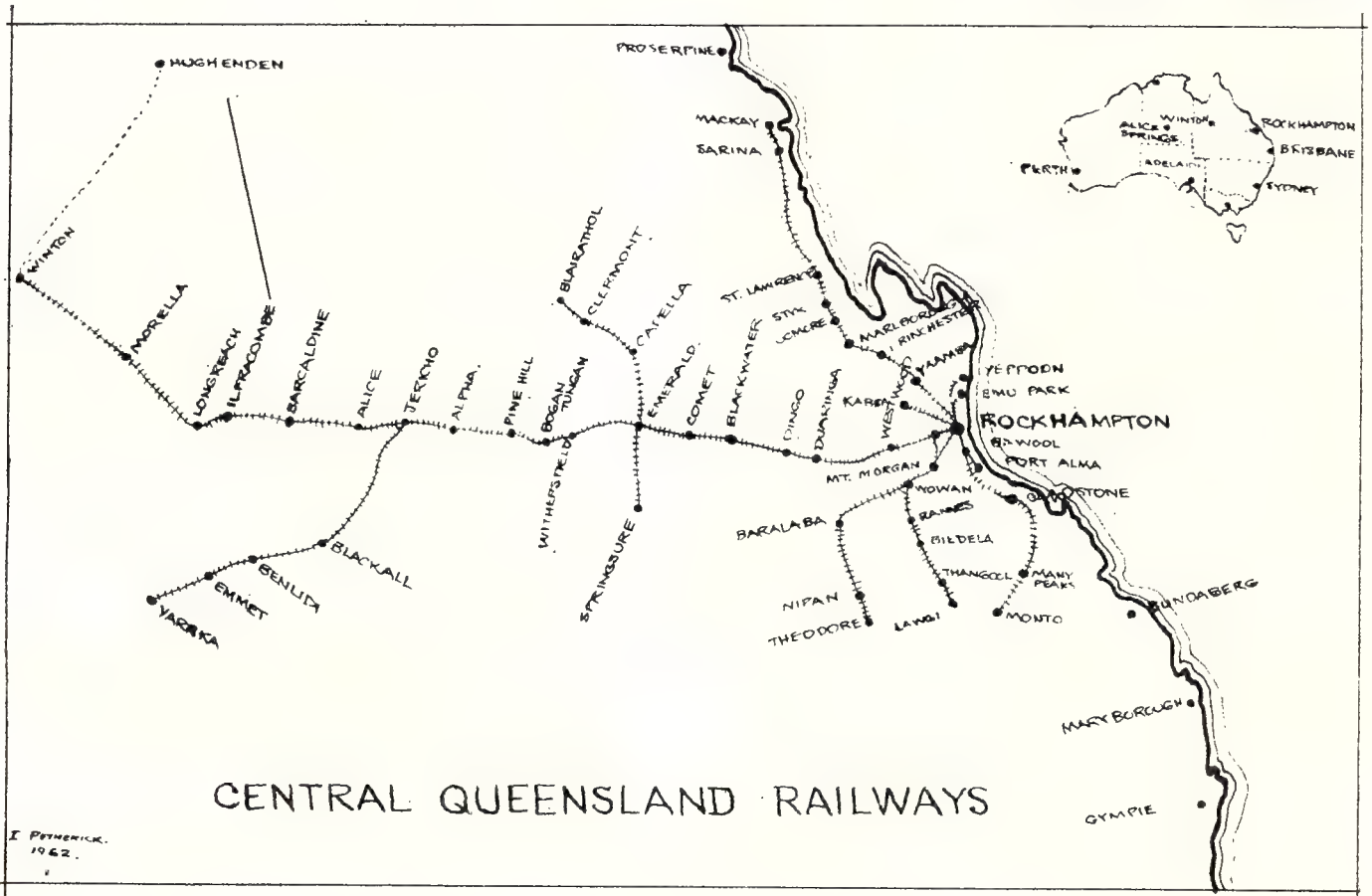
On January 30, 1873, the first sod was turned by Ald. Livermore, Mayor of Rockhampton. As headquarters of 300 railway construction workers Westwood became quite a township with a population of more than 1000.

Gogango Range and Dawson Bridge

Laying the rails over the Gogango Range presented difficulties owing to the hard rock. The cuttings had to be blasted through. Meanwhile the Dawson bridge was under construction. November 9, 1875, was the date fixed for the opening to Herbert's Creek (Edungalba) 53 miles from Rockhampton. A big crowd made the trip from Rockhampton. The train went to within a mile of Boolburra and many of the excursionists walked to the Dawson to see the bridge, at the time the biggest work of its kind undertaken in the district. In January, 1876, the line was opened to Boolburra, but there was no celebration.

With the completion of the Dawson bridge the railway had reached Duaringa by March, 1876. Over 500 made the trip for the official opening. The line was now 65 miles out of Rockhampton.

The next opening was at Dingo in September the same year. The Dawson construction had been difficult, with much sickness amongst the navvies, and there was a general feeling of relief when the line got to Blackwater in May, 1877.



I. PETHERICK.
1962.

Comet, the end of the second section, was reached in March, 1878, taking the railway 140 miles from Rockhampton.

Pine Hill was the next objective, but before this could be accomplished the formidable obstacle of the range had to be overcome. Many trial surveys were made to locate a suitable crossing place. It was Willoughby Hannan who found the pass that bears his name (Hannan's Gap). The line crossed the range at 1711 feet above sea level, the highest point on the central railways.

The line crept steadily over the mountain and in September, 1884, the opening to Drummond took place. Pine Hill was reached by November. By September, 1884, Alpha was connected, then Beta and Jericho.

Barcaldine, 358 miles from Rockhampton, saw the coming of the railway in 1886, 13 years after the start from Westwood. It remained the terminus for three years.

Longreach at last

The extension from Barcaldine to Longreach proceeded very slowly. It was not until February 15, 1892 that the official opening took place at what was the most westerly point reached by any railway in Queensland.

Longreach remained the terminus of the line for more than 30 years. Then it was moved on to Winton, the 110 miles from Longreach being completed and ready for opening in September, 1928. Before this Winton had already been linked with

Hughenden on the western line from Townsville.

During this period several branch lines were built in the Central West.

Clermont branch, 62 miles from Emerald, was opened in February, 1884. Many Rockhampton people went out for the official ceremony by Sir Samuel Griffith.

Springsure branch opening on August 16, 1887, was a very quiet affair by comparison, there being no celebration of any kind.

A branch line to Blackall from Jericho was opened in March, 1908. There was a strong agitation for extension to Winton and after an interval of about five years the line was extended to Bendigo by 1913. Emmet was reached in 1914. Yaraka, which became head of the line, was not opened until 1917. It has been carried no farther.

Gladstone and North Coast

The first section of the railway to connect Rockhampton and Gladstone was begun from the Gladstone end. The 27 miles to the Calliope River was completed in May, 1903. The second and final section of 42 miles was completed by December, 1904, and Rockhampton was at last connected with Brisbane by rail. A special through train to Brisbane carried 80 Rockhampton and 64 passengers from the West. It was thus made possible to travel by rail from Longreach to Oodnadatta, 3288 miles.

Having completed the Southern connection the eyes of the railway builders

now turned northwards. The Rockhampton-Mackay section of the North Coast line was commenced in 1912. The 19 miles from Glenmore Junction to Milman was opened in July, 1913. Yaamba followed three months later, special excursion trains running from Rockhampton. Kunwarara was reached by 1915 and in March, 1917, Marlborough welcomed the first through trains. Progress then slowed down and it was not until 1920 that the Styx was reached. St. Lawrence was linked up in 1921.

The other section of the line was built from Mackay and the connection was made in September, 1921. The official opening of the through line was made a great occasion, there being over 2000 present. One of the two oldest residents of the region, who broke the ribbon was Mrs. Mary Ann Bray, who claimed to be the first white child born in Rockhampton.

Branches from Rockhampton

Emu Park was opened for traffic on December 22, 1888. Aided by the proximity of the Christmas holidays crowded excursion trains ran from Rockhampton.

With Mt. Chalmers booming and Yeppoon growing as a seaside resort, there was strong agitation for rail connection. It was decided to branch off the Emu Park line at Sleipner. The first three and a half miles to Mt. Chalmers was opened in November, 1908, and the 16 miles to Yeppoon in December, 1909.

Although the Emu Park line was opened in 1888, it was not until two years later that plans to connect South and North Rockhampton were drawn up. Two and a half miles of line and the construction of Alexandra Bridge were involved. The contract price was £65,137, of which £43,471 was for the bridge. The official opening took place in November, 1899.

When the Government of the day decided to build a wharf at Broadmount, which had been adopted as Rockhampton's deep-water port, a railway was necessary and a branch was built off the Emu Park line at Nankin. The length of line was 15 miles and the contract price £41,187. In 1915 Broadmount was abandoned as a port and the rails were taken up for use elsewhere.

The first sod of the Port Alma line was turned by Sir William Macgregor in 1910 and the official opening of the line took place in June, 1912.

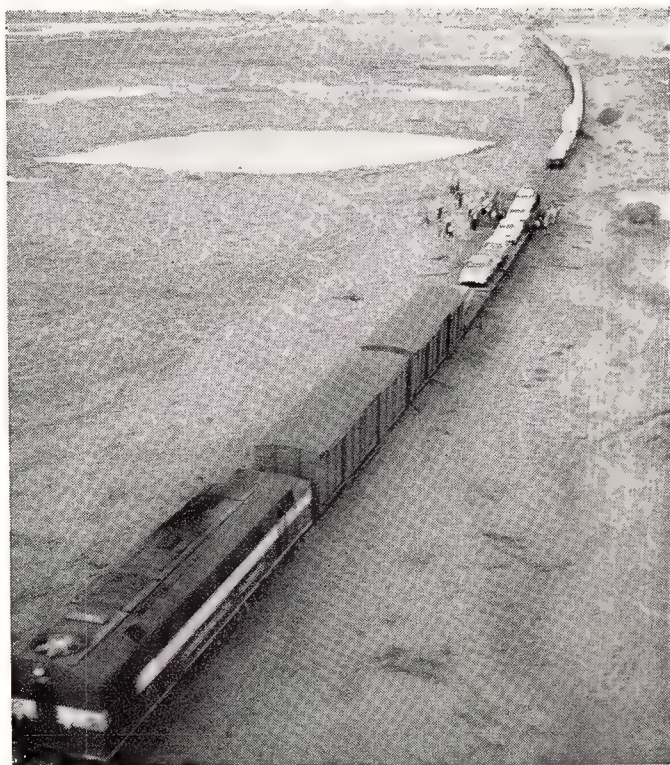
The first section of the Mt. Morgan line (Kabra to Moonmere) was opened to traffic in June, 1898. It was completed to Mt. Morgan in November the same year. The rack system (since done away with) which took trains over Razorback, was the only one of its kind in Queensland.

The discovery of coal at Baralaba, and a flourishing dairying industry in the Dawson Valley made railway connection essential. In October, 1912, Wowan was linked with Mt. Morgan by 28½ miles of line. Rannes was reached in 1915 and Baralaba in July, 1917.

The line from Baralaba to Theodore was completed in May, 1927.

With the object of tapping the extensive pine forests of the Boyne Valley and serving the mining interests of the region 52 miles of line from Boyne Junction to Many Peaks remained the terminus for 16 years and then a move was made first to Kalpowar, then Mungungo and finally Monto, which saw trains for the first time in July, 1931.

Ridglands, 17½ miles from Rockhampton, was opened on October 10, 1916, but the rails have since been removed.



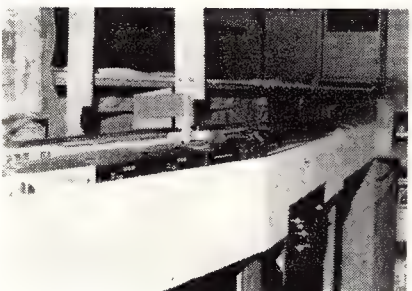
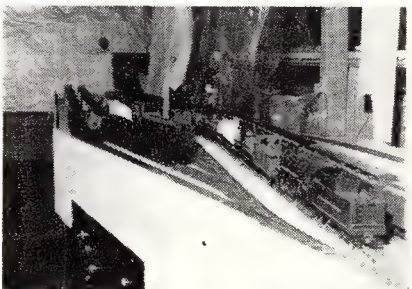
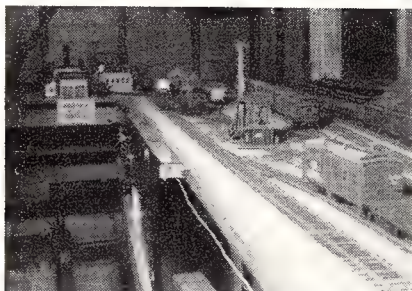
DERAILED, STRANDED IN FLOODS

On Tuesday, May the 14th, the north-bound Ghan train, with 140 passengers, was held up by washaways and flooding on the North-South railway line near William Creek between Marree and Oodnadatta, South Australia. The aerial picture shows the derailed centre section of the train and some of the floodwaters which left the train marooned. Taken from a plane flown from Muloorina station the film was dropped by parachute at Marree from where it was radiogrammed to Adelaide. —Photo by courtesy of The Advertiser Newspaper, Adelaide.

LET'S RIDE THE S.G.R.

A RIDE WITH IAN PETHERICK ON THE LAYOUT
OF WALLY KENNEWELL

Photos by WALLY and IAN



MOST of us know more than one railroad; each with characteristics unique. It is when we visit a new road, model or prototype, that the first impression centres where we join operations on the 'road. In country or city, the 'road begins where we join the train, and runs to our destination. No matter whether point to point, as interstate expresses, or looped, as in various suburban runs, to us the train runs where we want to go.

Ignoring the outside inclement weather, imagine a fine autumn day, warmed by sun, and coloured by nature's pantomime of trees — the quick-change artists — shedding leaves. At Virginia, controlled by No. 1 cab on the South Gippsland Railroad, one passenger standing aside from the others, folds his paper, to survey the gravelled track-side on which he stands. No. 1 track oily and muddy from recent rain is vacant. Alongside stands the "crack" freight of the S.G.R., pausing for the near-due Limited.

Tailing the freight is an aging wooden caboose — still trim, not showing its nigh 40 years of service, save for a now well-weathered paint job. Resting on new Andrew's trucks, it's fit enough to run the fastest freights. A string of coloured cars ahead — the bright red, white and blue of "State of Maine" boxes, a "Santa Fe" in silver and black, the faded orange of D. & R.G.W., and still further up ahead the reefers each adding further to Autumn's colours. Heading the consist is one of the largest class run by S.G.R.; a Northern of Southern Pacific prototype and built by Tenshodo.

Wheee . . . !

The hurried beat and slow steaming barely audible gives warning of the approaching high-wheeled Hudson hauling the Limited into Virginia City. Stirring, the other passengers bustle around. Minutes later, seated in the Pullman assigned to wayside passengers, we can see across the

yards to the gasworks. Gasometer high shows storage from coal presumably from the now empty string coal hoppers. The grimy yard buildings are familiar, the work train, a row of tank cars — tall, standing as matrons surveying a teen-age ball.

Now a small shed and sand house, the deserted north end spur, but, we're moving.

Muffled by the closed windows, the deep-throated roar of No. 2552 echoing up the valley reaches our ears, telling of the movement of the Southbound freight. Our own loco already in a tunnel does not answer; into the dark plunge the R.P.O. and other head-end cars; rock portals now cut off our own view. The tunnel closes in, carrying the sound along of 3444, Tenshodo-built to Santa Fe prototype, now a 4-6-4 glistening in the green enamel of South Gippsland. Sunshine, and we're high over a narrow valley, and with increased speed we pass through Box Tank siding. It's a good time for a snooze!

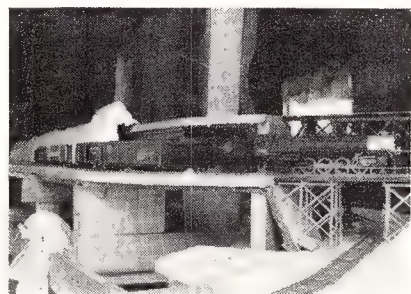
Imagination carries us back to Virginia City to the 4-8-4 last heard on its Southward heading. By now it should be through Tully's Siding, a passing loop for dropping helpers after the steep-up-grade of Drover's Hill. Going down, the Northern copes easily.

Crew need work little, the main thing's to keep a sharp look out ahead. The driver closes the throttle slightly; his movement attracting the Engineer who looks over the gauges — vacuum for downhill is most important. Boiler pressure, superheater temperature and feed water all look normal. The brake crews these days have a comfy run compared with crews quartered here early in the crummy's life. The look-out can see the loco clearly now as she curves left. A deep cutting indicates the approaches to Marieville. Clear signals let 2552 continue unhindered. An awaiting 0-8-0 will start work immediately the freight halts; this is a

PHOTO 1: At right, The Limited pauses in Virginia City. Track 3 sees a freight awaiting clearance, whilst in the yards are various tanks, and freight. PHOTO 2: High over Logan's Ravine a bright Green 4-4-2 Atlantic hauls coal on the S.G.R. Partly formed scenery indicates general methods used. PHOTO 3: A coal drag and mixed goods pass at Mt. Gipps. The partly built mountain rising toward the rear. PHOTO 4: At Marieville . . . an 0-8-0 usually assigned to helper service shunts a string of tank cars. PHOTO 5: Beyond the classification tracks stand two trains of coal. No. 3 board in the foreground. PHOTO 6: A waiting freight is passed by the Limited at Mt. Gipps. PHOTO 7: The Northern class, No. 2552, halts at Mt. Gipps. On the tender one of the crew runs back to take on water. On the track-side a yard man inspects wheels before the next run down to Marieville. PHOTO 8: Headed by the Large 4-8-4, a freight passes Box Tank siding. Behind and above is a screen which will separate the two sides of the layout and hide Tully's Siding from Box Tank.

timetable drag, no pedlar for time-less, unhurried make-up. The side rods have slowed perceptibly, brakes are squealing, clanking couplers slack and then run-out as the train stops.

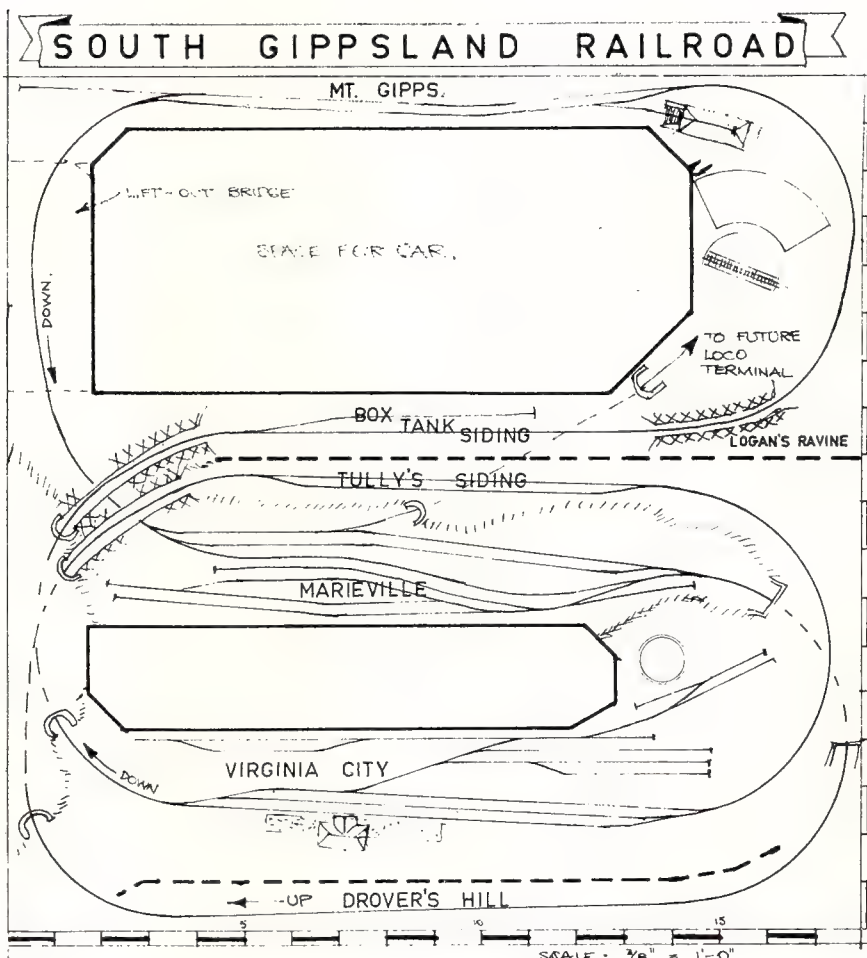
Clackety-clack, clack, the rhythmic beat of track joints tapping out a tune on the steel tyres brings us back to consciousness, aware of the passed time. The train has passed Mt. Gipps, slowing in token to yard limits, and now is rapidly approaching Marieville, our destination. The Hudson hauls the Limited into No. 1 track and our thoughts centre on the yards on the right. An 0-8-0, usually assigned to helper service, is presently shunting a string of tank cars. Beyond the classification tracks, two trains stand, apparently ready for departure. Specials, both are loaded high with coal and headed by 2-8-0's. The all-purpose Con-



solidation developed last century for freight service and still the work-horse of the South Gippsland. Only history knows of the diesel-powered Geeps and road locos.

Another steam whistle, and rapid exhaust of a slipping loco.

Somehow the sound doesn't fit the scene. Now it changes to the beating of unmatched locos. Wally hands



me the record cover. "It's a 'J' helping an 'R' class," he says. Clearly heard, the fast exhaust of the small-wheeled Consolidation contrasts with the Hudson 'R' class. The record "Steam on the 5'3'!" makes good atmosphere to talk over the afternoon's operations in "The Layout".

The South Gippsland Railroad is under construction at Sorrento. The owner, Wally Kennewell, has much of the trackage in operation, and the photos show scenery being form-

ed, by timber, bird-wire and plaster. All trackage shown on the plan is running; whilst future plans lay down a large loco servicing and maintenance yard with turntable and roundhouse, beyond Logans Ravine. Track is hand laid nickel-silver on balsa sleepers, as are the points. Passenger Cars are Tenshodo, whilst freight are mixed; mostly kits and ready to run.

A memorable layout to visit, and a fine operations railroad.

Now Available—

"Modelcraft"

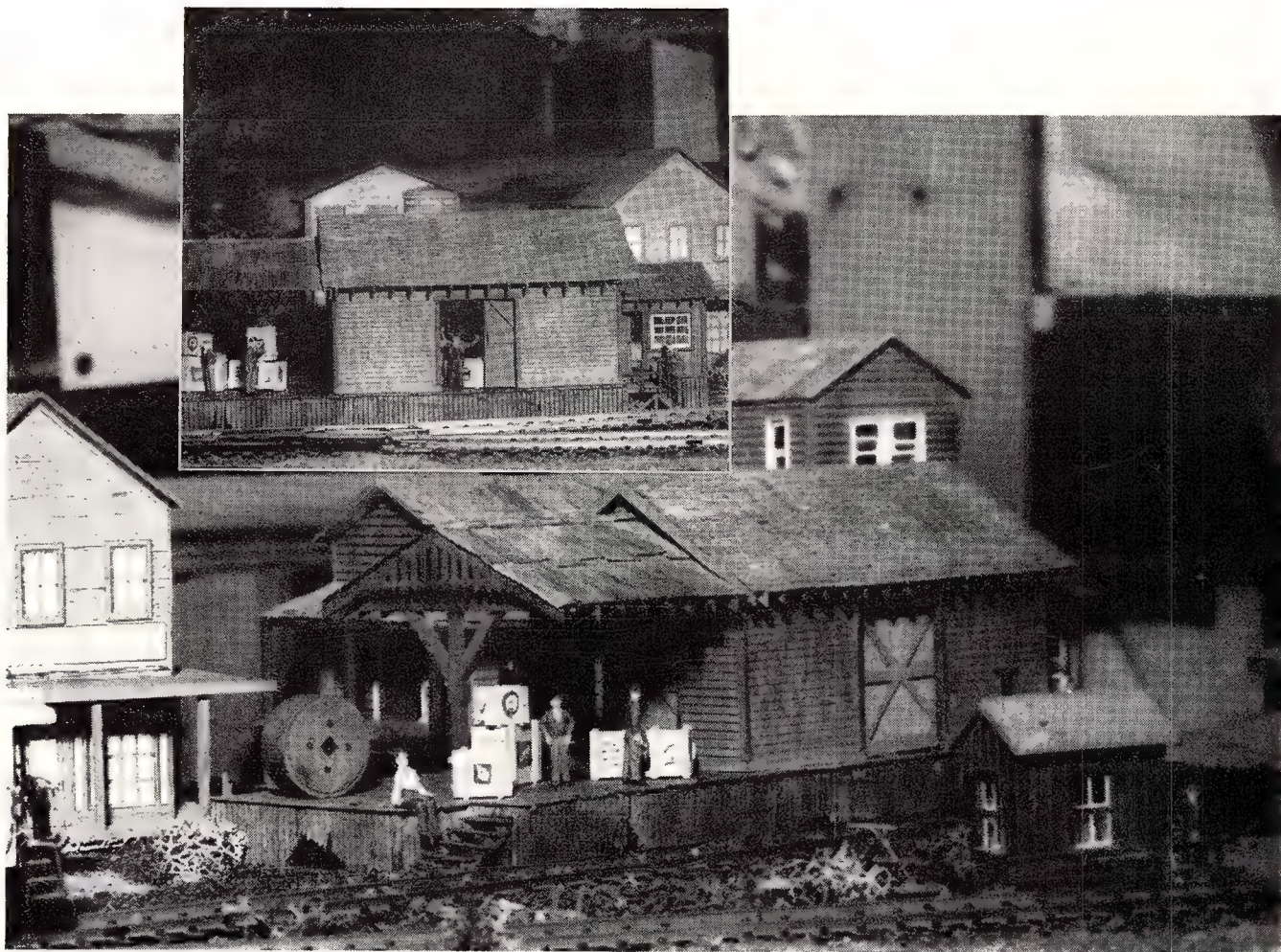
HO SCALE TIMBER SIDING 2 3/4" x 12"

2' - a length

Post free A.M.R.A. & N.M.R.A. members — ask for samples

TITCHER'S HOBBIES

309 Londale St., Dandenong
Victoria — Ph.: 79-20522



SCRATCH BUILDING FOR BEGINNERS

By John Wheeler

Diagrams by Norm Coughlan

HERE is a typical looking railway building that is suitable for just about any small city, or town, freight handling facility. It is loaded with intriguing details. The shed could be used as a freight interchange say, between a narrow gauge and standard gauge track, two standard gauge, or as I am going to use it, as a single track branch terminal freight receiving shed with the other side as a roadway pick up and delivery point. The shed is used for housing the merchandise whilst awaiting a suitable wagon, or for the consignee to pick up. The adjacent platform area is part covered by a roof to protect workmen and goods from the weather. At the end of the open platform you could install a light hand operated crane for unloading heavier items. This purchase would depend on the railway's annual budget allocation for the branch line as to when it could be purchased. Located at the other end of the shed is a small office section for paperwork and my shed is located high up in the mountains, therefore, we have a coalbox outside. Heating facilities are provided in the office.

The size of the shed and platform area may be varied to suit your individual requirements. My shed is situated in a confined area high up almost at eye level and in the front of the layout. Therefore, I had to keep it as low as possible so as not to hide the rest of the scene, or to overpower the station, or other buildings in the town.

The main material used in this shed is scribed sheeting to represent six inch wide boards, for walls use 1/16 inch thick in HO, the platform would look best in 1/32 inch thick. I have sanded my platform material to as near as two inches thick as I could get it, this is pretty thin, but it was worth the effort. For the office I used capped siding, you could use weatherboard, or scribed board if you wish. All sketch dimensions are given in prototype sizes for use on all scales. Where material dimensions are mentioned they will apply for HO scale. Those working in other scales will have to adjust as required.

Freight Platform

Fig. 1 shows how the platform framework is constructed grid fashion, of strip wood about twelve inches square. The outside dimensions are the only critical points to bear in mind. The number of inside bracing timbers and their spacing depends on strength required. A solid piece of 1 inch or 3/8 inch timber could be used to save time.

The platform height will be 4'1" for standard gauge, or 2'9" for HON3 above railhead. The overall height of platform above ground will, no doubt, vary from layout to layout. There are no legs or posts beneath the grid of my model. I found that the vertical sheeting around the outside was quite strong enough. Cut strips of 6" wide siding to correct height and cement to the side of the grid as

shown. Leave random spaces between sections of the siding to represent odd boards missing. Break off other pieces to represent splintered boards. Cover the whole platform area with deck planking, break up edges a bit to give the appearance of wear and tear.

Individual planks would give even greater realism. I cut across individual boards at random to give the effect of joined boards.

Freight Shed

Mark out the four walls of the shed on the scribed sheet as shown in Fig. 2. The length of 30 feet and 18 feet for sides and ends are full measurements and one or the other should be reduced by twice the thickness of the material used, depending upon whether the ends are placed between the sides, or vice versa. Which you select is immaterial since we will be covering the corners with cover strips. Next cut out the door openings and clean up with a file or sanding board. Cement four walls together, square up and leave to dry. Next cut some 6 inch wide strip wood for door framing. As two inch thick material will be as thin as you can obtain commercially, I suggest you use this, fix in position, then sand to one inch thick. If necessary, cement

Make four large freight doors as per the dimensions in Fig. 2. First cut scribed board to size. I used 3 inch wide board for this job. The bracing is cut and fixed in position. When dry, sand bracing to one inch thick. Next cement handles to the doors and finally, fix in position. Here you may wish to just glue in position some parts open, others shut. I cemented a channel to the wall over each door inside so that each door can slide open or shut.

Roof and Shingling

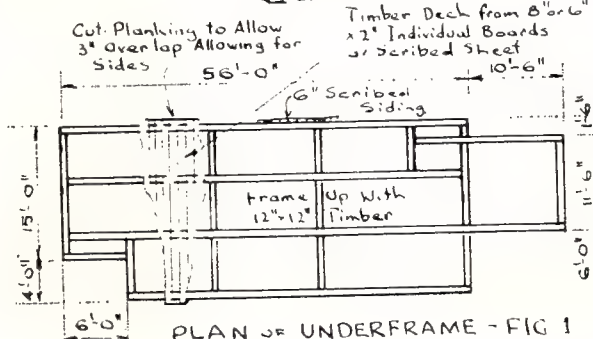
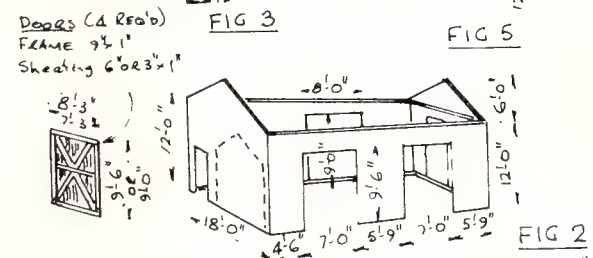
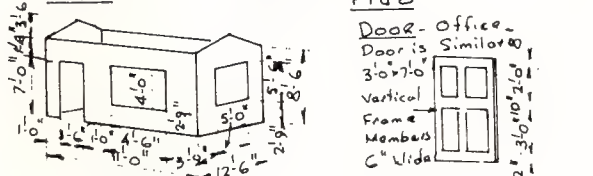
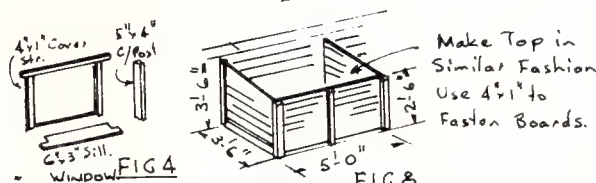
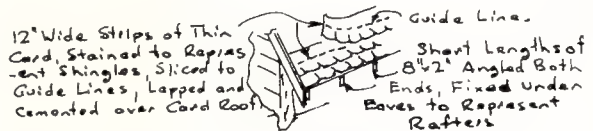
Cut the fascia boards from 8 inches by 2 inches timber, mitre the ends to match pitch of roof and fit in place by cementing to underside ends of roof overhang. Whilst on the job, lay out the ornamental bracing for one end gable at the same time. This is shown in Fig. 7 and is cut from 8 inches by 2 inches timber fitted together.

My preference is for the shingle roof built up from strips of paper cut to form rows of shingling. This method is quite simple and really adds tremendously to the appearance of the finished job.

When shingle strips are ready, cement them to the roof, commencing from the bottom, using the first 6 inch lines as a guide. Similar guide lines on the roof would be helpful. Fig. 9 gives details, this also prevents the possibility of the

more than one shade of grey.

The construction of the office is the same as for the main shed. I have used



capped siding for the walls and shingle again for the roof. I recommend you cut out door and window openings before cutting outline to shape, as you will find the width of wall between windows, door and edge of wall pretty slim and can easily split, see Fig. 3 for dimensions. Once again, do not forget to allow for material thickness.

As far as windows are concerned, refer to the previous articles in the April and June issues and select whichever type you like best. Fig. 4 gives detail of window frame under gable end. The other window I made as a fixed type, the sill is 6 inches by 2 inches with 4 inches by one inch surround. The sash is light card with the opening cut in so as to allow 2 inches protruding on three sides and four inches at bottom; paint, then fix glass in position. Mullions are pre-painted fine strips of timber glued in position with Pliobond. Install door previously made and construct roof as before, but this time only allow 12 inches overhang all round with fascias 6 inches instead of 8 inches. Finally fix buildings to platform and add balance of trim boards as per photographs.

Detailing

Fig. 6 gives all necessary detail information for the construction of the landings and steps. Cut four step risers as shown, from 12 inches by 2 inches strip wood, using a cardboard template as shown.

Cut with a sharp blade. The number of steps depends on platform height. Legs for landing are 3 inches by 2 inches with 4 inches by 1 inch bracing and 4 inches by 2 inches handrails.

The coal bin is very simple being three sided cemented to wall with lid as shown. Use 6 inch spaced scribed board for lid front and sides, with 4 inches by 1 inch battens, sand the lid to about 1 inch thick as for deck of platform.

Simulate rafter ends with short lengths of strip wood the same size as end fascia boards with each end cut to the correct angle and glue to underneath of eaves of both office and freight shed. Use 8 inches by 2 inches for shed and 4 inches by 2 inches for office on about 2'0" centres so that they are evenly spaced.

The covered roof at the end of freight shed is next on the list. First make the supporting frame as shown in Fig. 10. This is best made over a template drawn on paper or card. The drawing in Fig. 10 is full size for HO. If the platform is made longer than I have shown extra frames will be needed as maximum spacing should be 15 feet. Notch top of 8 inches by 8 inches post to take a 9 inches by 2 inches stringer which should be cut to fit from building to the frame, plus 1 foot 6 inches overhang. Fit two extra 6 inches by 4 inches stringers as shown on top of anti-sway braces of umbrella frame.

Unless you wish to fully detail the underside of roof, it will only be necessary to fit an extra two or three full length rafters, the balance can be short dummy ends as fitted to roof of shed and office. Once again, the modeller has a choice of roofing material, thin paper glued to an underbase of light card to simulate tarred bituminous felt covering the corrugated Super G. asbestos cement timber sheeting, or as I have used, Austral Modelcraft corrugated iron sheeting. This comes in sheets of pressed aluminium foil about 3 inches by 2 inches. Cut it into 6 feet by 3 feet sheets and glue with Pliobond to 3 inches by one inch roofing battens glued to top of rafters on about 3 feet centres. Cut strips of light paper 9 inches wide, bend lengthwise along centre line and fix as ridge capping.

The guttering is 6 inch quad cemented

to end of rafters. To obtain this material, take a piece of strip wood 6 inches thick (1/16 inch in HO) and sand one edge to shape, then strip off with a razor blade and rule. Down pipe is wire bent to shape and about 4 inches in diameter. Close in the end of gable of umbrella roof with 4 inches by 1 inch battens 3 inches apart, as shown.

I made the ornamental filler for the office gable by cutting out a section of a paper d'oyley and the freight shed gable has washers cut from the plastic coating stripped from various size electrical cable.

Last, but not least, painting. The walls are coloured by washing with thinned-out grey paint. This will give the effect of having been painted long ago and worn thin with age.

Some of the stain will wash over the pre-painted window frames and give a dirty appearance. The platform I have washed with thinned-out cedar stain, giving a brown stain and then over-stain with grey as used on walls to give a patchy worn look. Trim boards around the doors and windows and corners of building as well as ornamental gables are painted green. The roof is painted medium grey flecked with light grey and dark grey. The corrugated roofing is splashed and streaked with burnt sienna to simulate rust. Finally, a few workmen and piles of packing cases cut from blocks of wood will complete the scene and put the shed in business.

Well — that concludes this series of articles and by now you should be reasonably skilled in scratch building. Remember, practice makes perfect, so don't be discouraged if your early efforts are not as good if not better than the plastic models. I can assure you that if you proceed slowly and carefully step by step, you will soon be proficient. So good luck with your modelling.

For perfection in railroading BUY these brands



Offer you a wide range of Rolling Stock in True to Scale designs — all models are beautifully detailed and are fitted with needle bearing for smooth and silent running.

MERTEN

For hand painted realistic models suitable for all types of layout. These figures are available in sitting, standing positions, single or in groups. All types of animals and scenes also available.



Kits complete all layouts. Perfect scale models, easily assembled.

ASK YOUR LOCAL HOBBY SHOP STOCKISTS TO SHOW THIS RANGE!

TRADE
ENQUIRIES

WILKINSON BEALE & TINDLEY Pty. Ltd.

204 Clarence St., Sydney,
N.S.W. — Tel.: BX 6342

TYCO®

MANTUA **NEW**



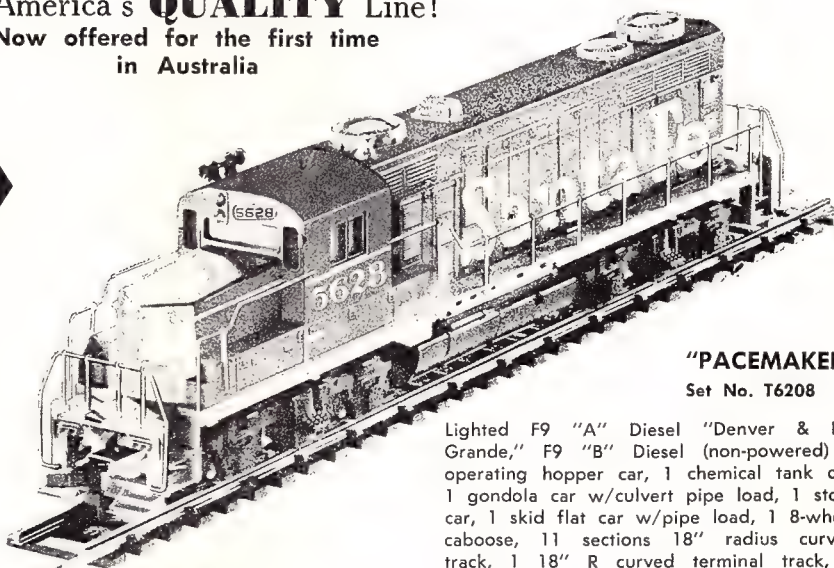
THE ONLY MODEL TRAINS GUARANTEED
FOR 12 MONTHS AGAINST FACTORY FAULT

It's America's **QUALITY** Line!
Now offered for the first time
in Australia

"SANTA FE"—T228

- Spray painted, high impact styrene bodies with sharp lettering and painting detail.
- Operating headlight.
- Illuminated white number panels with outstanding black figures.
- Brass turned bell.
- Six stainless steel handrails with 26 posts for super-detailing.
- Same type power truck as used in the unsurpassed TYCO F9 Diesel including:
- Traction rings for maximum pull.
- Elimination of drive shaft and spur gears.
- Truck mounted replaceable TYCO-NMRA couplers.

Railroading's best value at £6/7/6 Retail.



"PACEMAKER"

Set No. T6208

Lighted F9 "A" Diesel "Denver & Rio Grande," F9 "B" Diesel (non-powered) 1 operating hopper car, 1 chemical tank car, 1 gondola car w/culvert pipe load, 1 stock car, 1 skid flat car w/pipe load, 1 8-wheel caboose, 11 sections 18" radius curved track, 1 18" R curved terminal track, 1 straight 9" track, 1 straight re-railer track section making 45" x 36" oval, 1 TYCO-NMRA portable automatic uncoupling ramp.

£17/15/0 Set.



"BLUE TRAIN"—Centennial—Set No. T6313

"Golden West" with Smoke, 4-4-0 1860 General Loco and Tender with Smoke, 1 Water Tank Car, 1 Horse Car, 1 Box Car, 1 Combine Car, Track 45" x 36" including Re-Railer and Portable Uncoupling Ramp.

Retail £24/10/0



"MERCHANDISE EXPRESS"

Set No. T6204

0-4-0 Booster Steam Locomotive "B & O", 1 refrigerator car, 1 operating hopper car, 1 skid flat car w/culvert pipe load, 1 4-wheel caboose, 11 sections 18" radius curved track, 1 section 18" R curved terminal track. Makes 36" circle including re-railer.

£10/12/6

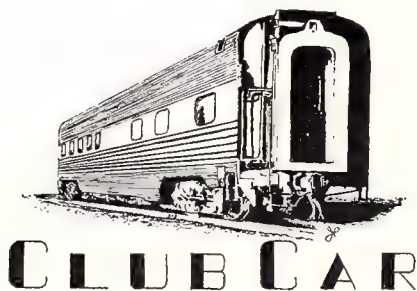


TRADE
ONLY

EDEN DISTRIBUTORS PTY. LTD. 107 Liverpool Street,
Sydney, NSW - MA3601

Available at all leading
Hobby Shops in all States.

Distributor for Vic., Tas., S.A., and W.A.: GEO. PIZZEY & SON LTD., 131-141 Johnston St., Fitzroy N.6, Vic.



CLUB CAR

To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is fifteenth of month prior to month of issue.

N.M.R.A. ACTIVITIES Sunshine State Division (Queensland)

Members of the division will staff the information stand and assist on some layouts at the 3rd Annual Model Railway Exhibition which will be held from the 18th to 23rd of November in the Brisbane City Hall in aid of the Sub-Normal Children's Welfare Association, hoping to raise more than the £1000 raised last year.

New office bearers in the division are as follows:

Divisional Rep.: Allan Ward, 15 Rosemary St., Inala; Div. Treasurer: Alf Tuxworth, 65 Nearra St., Deagon; Div. Secretary: Dan Sheehan, 68 Mearns St., Fairfield; Div. P.R.O.: Gordon Anderson, 6 Yaralla St., Chermiside.

Future meetings: 2 p.m., August 10th, at the home of Dave Jenkins, 14 Oven-dean Street, Yeronga; 2 p.m., September 14th, at the home of Dan Sheehan, 68 Mearns Street, Fairfield; 2 p.m., October 12th, at the home of Eddie Davenport, 112 Prior St., Tarragindi.

OTHER CLUBS

N.S.W. SCHOOLS RAILWAY CLUBS ASSOCIATION

Membership of this association is open to any Secondary School maintaining a Railway Club which meets regularly. The association meets on the last Sunday afternoon of each month. Any reader belonging to a school club which is not in the Association should contact the President-General, Mr. L. Fordham, 3 Sixth Avenue, Eastwood.

Fifteen school clubs are at present members of the Association.

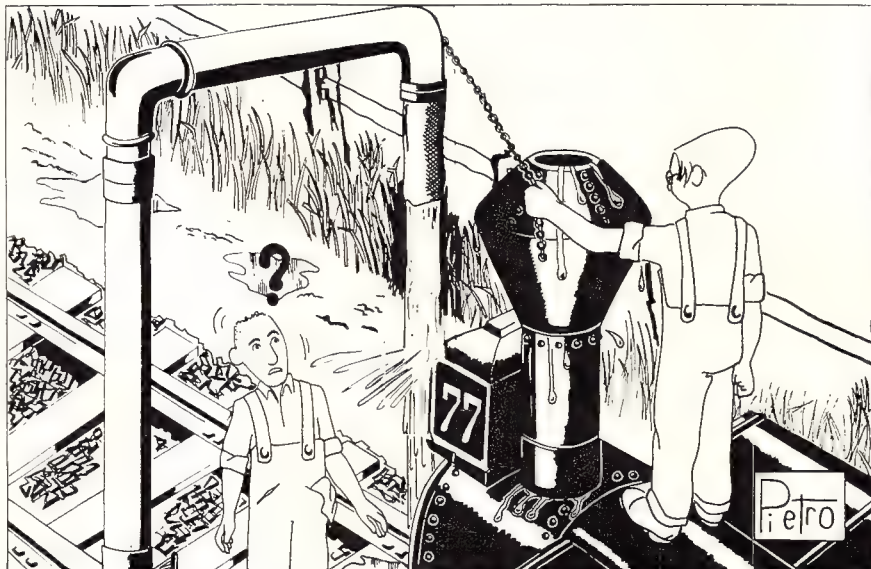
The Association publishes "The Railway News" at regular intervals, which is a magazine to disseminate news about the doings of school clubs.

SOUTH PACIFIC ELECTRIC RAILWAY CO-OPERATIVE SOCIETY LIMITED. Secretary: Clyde Woodside, 100 Forest Way, French's Forest.

Exhibits: First Sunday of every month from 10 to 5, near rail crossing at entrance to Royal National Park. Visitors welcome to inspect huge collection of tramcars, old and new.

Tracks have now been laid for a distance of 750' from the depot.

SANDBOX SAM



"But you said it was making too much NOISE!"

The elevated frame for supporting the museum's signal box was completed during mid-May. The original steel pedestal and ladder members were cut off at ground level when the structure was removed from Sydney. As a result a considerable amount of refabrication was needed before the frame could be re-erected at the Depot.

A crane will be engaged to lift the signal box into position as soon as enough lifting work at the depot falls due to make such a hiring economical.

NEW SOUTH WALES RAIL TRANSPORT MUSEUM. Secretary: Graham B. Ahern, Box 113, P.O., George Street North, Sydney.

The aim of the Museum is the preservation of locomotives, coaching and goods rolling stock, and other items of railway equipment of historic interest.

Following a submission to the Railways Department of full details of the Museum's proposals, a committee has been set up within the Department to further consider the question of preservation. The President of the Museum is a member of this committee, which is headed by the Assistant Secretary for Railways, and includes representatives of the Secretariat and the Mechanical Branch.

The major item for consideration so far has been that of finance for the project. One method appears to be the running of tours. Planned so far are:

2nd-4th August: "Steam and Snow" tour to Bombala and Canberra.

4th-7th October: Interstate tour to Brisbane and Nambour.

Meetings this year will be held on 22nd August, 16th October (Annual) and 18th December.

THE VICTORIAN MODEL RAILWAY SOCIETY.

Hon. Sec.: Alan G. Good, 29 Elizabeth St., Elsternwick, Vic.

This Society is an old established one, having been founded in October, 1936, and caters for all of those interested in model railways, principally in gauges "HO", "OO" and "O".

Members welcomed amongst membership are those interested in all prototypes, British, Australian, U.S.A., narrow gauge etc.

The clubrooms are located at the Railway Station, Auburn, Victoria, where meetings are held on the THIRD Wednesday of every calendar month. Running facilities are HO/OO 2 rail tracks and "O" gauge stud-contact tracks with a circuit of over 110'. A welcome extended to any interested visitors.

CANBERRA MODEL RAILWAY CLUB. Sec.: H. D. Evans, 51 Elliott Street, Campbell, A.C.T.

Meets 1st Tuesday each month in members' homes. Layout work sessions monthly. The club has just acquired a small but useful permanent clubhouse. New members welcomed.

SYDNEY MODEL RAILWAY SOCIETY. Secretary: J. Bowen, 79 Cambridge Street, Penhurst.

Meets each Monday night from 7.30 p.m.-9.30 p.m., except Government or public holidays, when it is the Tuesday night following.

Visitors always welcome on seeing the President or Secretary.

Clubrooms are located on the fourth floor, Railway Institute Building, 267 Castlereagh St., Sydney.

Member John Alexander has been busy resignalling at Junction and in the near future he will produce an illuminated track diagram containing some 30 lights to show the position of all the trains at Junction, and also signal repeaters to enable the operators to visualise all track conditions in the section.

The Society will build an HO layout for the A.M.R.A. Exhibition in the Sydney Town Hall on September 27-28, 1963.

GEELONG RAILWAY MODELLERS. Hon. Sec.: J. Macdonald, 15 Arkana Ave., Highton, Geelong, Vic.

This group was inaugurated in August 1962 with eleven members; it now numbers 30. It was very fortunate to obtain a clubroom at the local branch of the Victorian Railways Institute. Holds meetings monthly on the fourth Friday and usually has an item such as a talk by an officer of the Victorian Railways or film and slide nights.

REALISM COMBINED WITH ECONOMY

Nothing matches the realism of a perfectly scaled Tri-ang model railroad with background scenery, trackside accessories, etc. — all at a price that the amateur modeller can afford. In order to look right, all individual items added to the layout must be kept as close to true scale as possible. Houses, trees, people and animals will look very unrealistic if they are not to scale. Railways were built to take people, animals and goods from one place to another. Tri-ang model railways, therefore, will be much more like the real thing, if you can suggest this in your layout with representations of people, places, towns, villages and countryside, homes, hills and rivers.

The most realistic are Tri-ang HO/OO train crews, station crews, trees, etc.

If your scenery is to enhance and not to spoil the effect, you must remember that every house, tree or signal box should be to the same scale as the locomotives and rolling stock.

For truly realistic effects with Tri-ang HO/OO gauge model railways, use ARKITEX modern building construction kits.

Tri-ang Arkitek modern building equipment is true to scale modern building construction. The simple self locking parts are moulded in high

impact polystyrene. The girder framework is erected on a base, and floors are positioned on each storey. Window panels, door panels, plain panels and vertical corners are then dropped into place, followed by the roof edging. With Arkitek you can construct an unlimited variety of buildings, from single storey office blocks to towering skyscrapers. They are a perfect medium for your own ideas.



Tri-ang Minic Motorways provide you with the perfect combination of an electrified model dual roadway system, providing you with a range of cars, trucks, buses, etc., to tie-in with your HO/OO model railway system. Roadway sections include straights, curves, gated or ungated level crossings, intersections, Y sections, gradients, flyovers, roundabouts, etc. A special loading ramp allows automatic "drive on - drive off" onto railway rolling stock. Tri-ang Minic Vehicles are designed to operate from 12/15 volts D.C. The new speed and direction controller allows you to slow down, accelerate or reverse vehicles.

Ask your hobby shop for details of all Tri-ang models.

(Advertisement.)

CLUB CAR (Cont.)

Track laid to date is a circuit 20' x 12' with one passing loop; plans are afoot to have some more track laid in the very near future.

A cordial invitation is extended to all interested persons to come along to any of our meetings.

CENTRAL COAST MODEL RAILWAY CLUB.
Hon. Sec.: Leonard H. Dodds, 4 Adelaide St., East Gosford, N.S.W.

Twenty-four members attended the Annual Meeting held on the 18th July. Dr. M. Dwyer was elected Patron and Mr. Merv Harris was returned unopposed as President. Mr. Len Dodds was returned for the second time as Secretary. The Treasurer is Mr. H. Moore and the following constitute the Committee: Harry Gibson, Harold Beatty, Gary Hasaart, Graham Beatty, Warren Elliott (junior representative) and Harry Doherty.

During the year 19 meetings were held, made up of 16 general and three film meetings. The average attendance was 21 and the highest was 44. The membership for the year was 46. Meetings are held on the 2nd and 4th Thursdays. Visitors welcome.

Y.M.C.A. BOYS' DIVISION MODEL RAILWAY CLUB

Advantages of membership in this newly formed Club include weekly gymnasium, camping, social and general interest activities. For further details telephone 26-6044 (Sydney), Mr. Prince.

AUCKLAND METROPOLITAN MODEL RAILWAY CLUB. Secretary: W. Cunningham, P.O. Box 5883, Auckland, N.Z.

Membership of this club is open to anyone with an interest in railways and new members are always welcome. As in the past two years the club will be holding an exhibition. This is in the Unity Hall, Queen St., Auckland, on November 29 and 30 next. The club meets on the first and third Tuesdays of each month and as well as having a test track there are several group layouts under construction. The ones so far begun are based on N.Z., American, British and European practice. "The Stoker", an excellent magazine, is issued to members gratis. Watch this column next issue for the latest news of the club's activities. Better still, write to the Secretary for details of membership.

READERS! Do you realise that your unwanted equipment could be selling in this space? 4000 eyes are focussed on this page every issue.

THE MARKET PLACE

12 words for 2/6. Extra words 2d. ea.
Name and address free. Cash with copy.
No charge to N.M.R.A. members. Closing date: 15th of preceding month (e.g. 15th July for August issue).

FOR SALE

"S" GAUGE American Flyer train sets new with transformers from £15. Extra track points available. B. Gordon, 10 Maine-Hey Crescent, Springvale, Victoria.

MARKLIN Pacific Loco Telex Coupling: two coaches, baggage car, steel eight wheel stock: track 30" circle 16 str sections; Tadco controller. £10 lot or offer separately. R. Plush, 317 Moorabool St., Geelong, Vic. Phone X6978.

FLEISCHMANN turntable (as new, unused) features automatic operation, several stalls, 11" diameter. Retail price is £15, sell at £10 or offer. John Parker, 40 Polding St., Drummoyle, N.S.W.

"HOOVER" Dustette hand vacuum cleaner. Excellent condition, ideal layouts and cars. "Electra" 14V, 1½ amp transformer. H-D Duchess with Romford drivers and 3 LMS cars (2-railed). K. Fawcett, Flat 3, 32 Morehead St., Redfern, N.S.W. 69-6018.

LIONEL HO Satellite car, new, £1; Jap 0-4-0 Plantation Loco, good order, £2/10/0; Fleischmann 2-rail wheels on axle, 22 prs., £1; 3 amp cutouts, 10/-; H & M Safety Minor, as new, £5; Back Nos. Railway Modeller 2/-, Model Railway News 1/- to 1/6, Model Railway Constructor 1/6, Modern Railway 1/3, Railway Magazine 2/6, Model Railroader 3/-. P. Ellis, 3 Keiller St., Moorabbin, S.20, Victoria.

MARKLIN track, points, loco, carriages and Super transformer. S.A.E. for details. N. W. Davidge, 3/41 Fitzroy St., Grafton, N.S.W.

WANTED

BACK numbers American Trains, also American railroad books, Marklin or Fleischmann equipment. P. Ellis, 3 Keiller St., Moorabbin, S.20, Victoria.

AUSTRALASIAN MODEL RAILROAD MAGAZINE

SELECTED DEALER AND HOBBY SHOP DIRECTORY

Dealers and Hobby Shops!

If this page interests you write to Advertising Manager, A.M.R.M., 189 Homer St., Earlwood, N.S.W.

N.S.W. — PARRAMATTA

Large stock of HO items for the modeller. Repair service. Large stock books and periodicals. If not in stock will get.

BERG'S HOBBIES

111 Macquarie Street. 635-8618

If your nearest Hobby Shop does not stock copies of Australasian Model Railroad Magazine each month or he is soon out of supplies, send us his name and address. We'll make sure that he is always fully stocked so you'll never be disappointed. Write to: Distribution Manager, A.M.R.M., 189 Homer St., Earlwood, N.S.W.

SOUTH AUSTRALIA — ADELAIDE

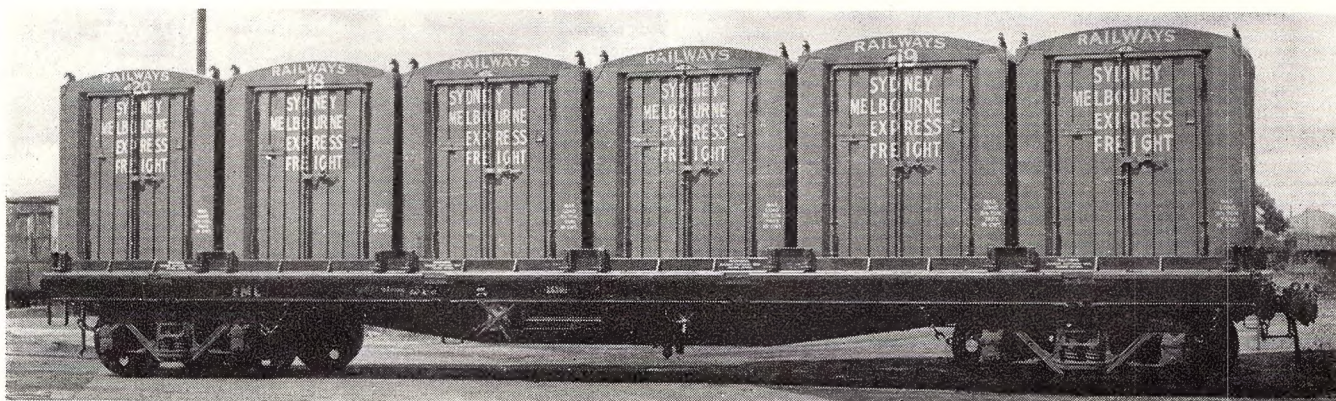
Specialists in Tenshodo, Kumata, Fleischmann, Tyco, Tri-ang and Rivarossi.

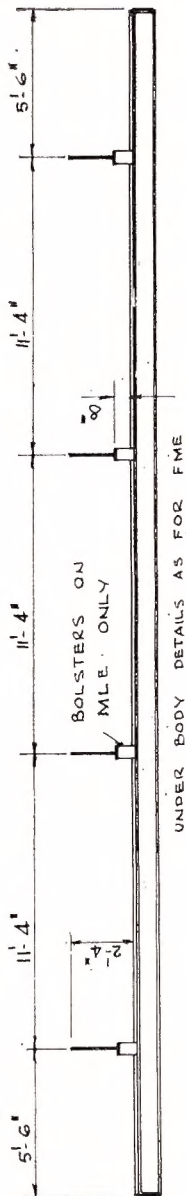
BRIDGLAND'S

91A Gawler Place. 8-4297

Only the best hobby shops and dealers will be found in these columns.
SUPPORT THEM BY BUYING LOCALLY

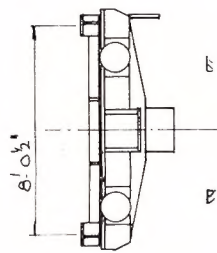
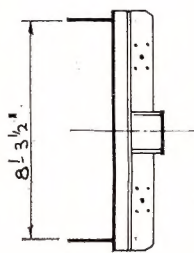
OUR PHOTO SHOWS A N.S.W.G.R. FME CONTAINER CAR. THE PLAN APPEARS OPPOSITE.



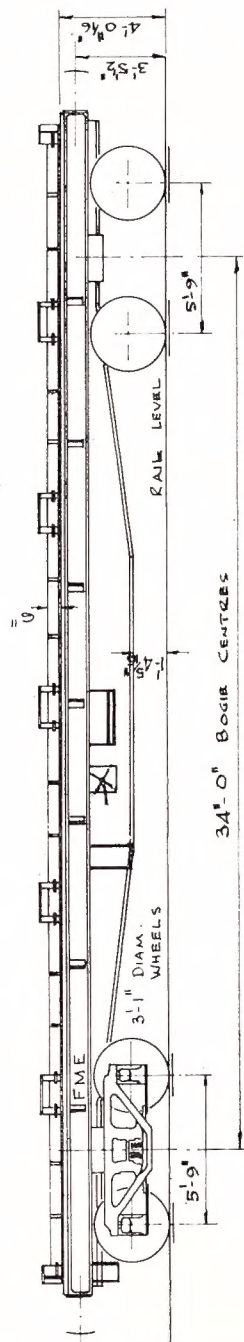


SIDE ELEVATION UME & MLE

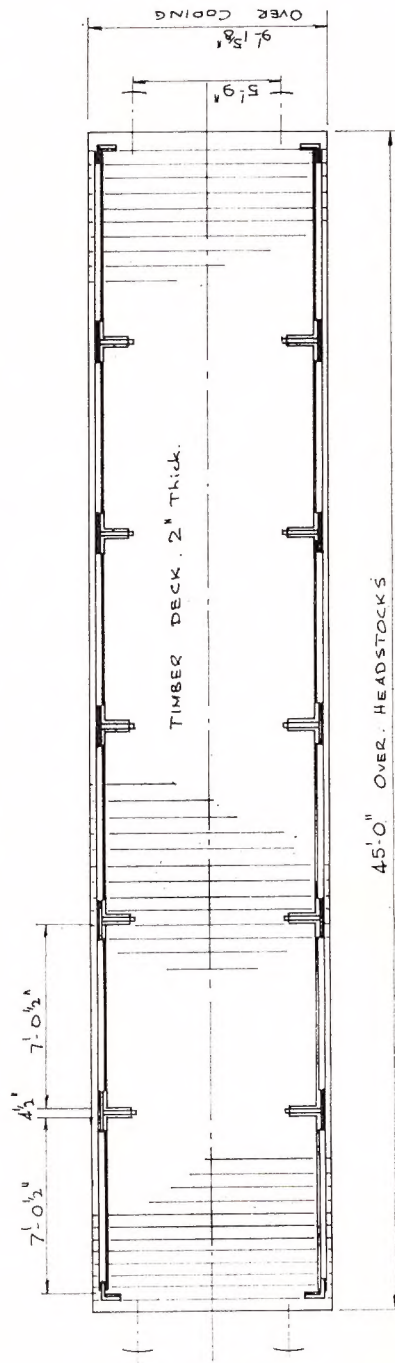
NOTE:- BUFFERS ARE NOT NORMALLY FITTED ALTHOUGH HEADSTOCKS ARE DRILLED FOR THEM



END ELEVATION



ELEVATION FME



our plan
S.C.R.
PUBLICATIONS
PLAN & PRINT
SERVICE

PLAN

INCHES 12 11 10 9 8 7 6 5 4 3 2 1

SCALE

NOTES
COLOUR - CHARCOAL
LETTERING - WHITE
NUMBERS
FME 26380
UME 26325 - 26524
MLE 26275 - 26324
FME NUMBERS SELECTED
AT RANDOM FROM UME

N.S.W.G.R.

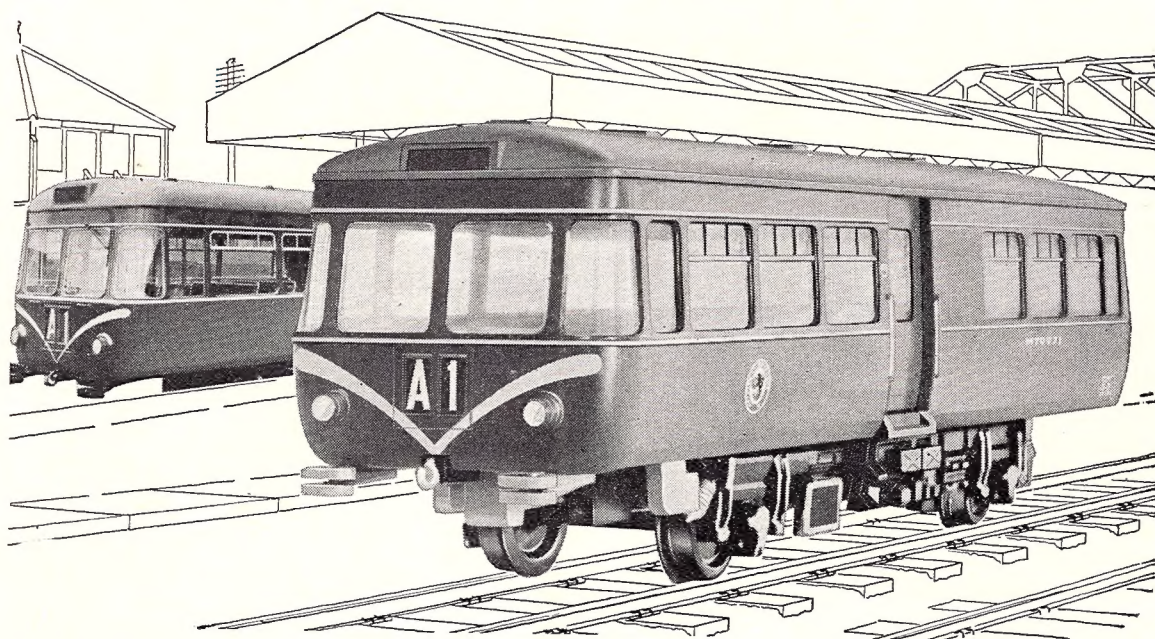
CONTAINER WAGON-FME
FLAT WAGON UME
BOLSTER WAGON MLE

DATE May '63

DRAWN N.C.

AIRFIX

The Big Name In Packed Kits
Specially Designed for 00/HO Layouts



... EVEN HAS SLIDING DOORS

No. R201 Diesel Railbus budget priced at 7/9 each

This fully detailed Airfix kit has 67 parts and builds into a free running model. It is fitted with sliding doors and clear acetate windows.

Enthusiastic modellers will be able to install an electric motor, making the Railbus fully mobile.

FLASH! - - Airfix couplings now available at leading hobby stockists. The all purpose coupling, automatic on impact. Uncoupling is achieved by means of a simple ramp. This coupling is based on the X2F type as standardized by the N.M.R.A.

Boxes of 24 couplings and 24 retaining pins 5/9 per box

Australian Agents: HARRIS & WHITE PTY. LTD.

Sole Distributors: LIBERTY TRADING CO. PTY. LTD.

20 HUTCHINSON STREET, SURRY HILLS

Agents:

VIC.: J. R. CASSIDY & CO., 177 Collins Street, Melbourne; **Q'LAND:** A. G. CORRIE & SONS PTY. LTD., 129 Elizabeth Street, Brisbane. **S.A.:** FRANK BROCK & CO., 385 King William Street, Adelaide. **W.A.:** LIBERTY TRADING CO. (W.A.) PTY. LTD., 11 Ruth St., Perth. **TAS.:** FORO DISTRIBUTORS PTY. LTD., 33 Frederick St., Launceston and 56A Liverpool Street, Hobart.